

**ANNUAL REPORT
OF THE
SOUTH CAROLINA
DEPARTMENT OF HIGHWAYS
AND PUBLIC TRANSPORTATION
TO THE
GENERAL ASSEMBLY
FOR PERIOD
JULY 1, 1980 - JUNE 30, 1981**



COLUMBIA

**PRINTED UNDER THE DIRECTION OF THE
STATE BUDGET AND CONTROL BOARD**

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LETTER OF TRANSMITTAL

**SOUTH CAROLINA
DEPARTMENT OF HIGHWAYS AND
PUBLIC TRANSPORTATION**

Columbia, S. C.

To His Excellency, the Governor of South Carolina:

Pursuant to the provisions of Act No. 82 of 1977, Code of Laws of South Carolina, I am transmitting to you the annual report of the Department of Highways and Public Transportation for the fiscal year which ended June 30, 1981.

Respectfully submitted,

PAUL W. COBB
Chief Commissioner

FOREWORD

The Department of Highways and Public Transportation strives each year to produce an annual report which accurately reflects the activities of the past fiscal year and which will serve as a helpful document for those requiring information about the organization. A new section on future needs has been added.

In keeping with the Department's primary responsibilities, the areas of highway construction, maintenance, motor vehicle administration, traffic law enforcement and driver regulation are treated in greater detail than are the activities of the various auxiliary and supportive units within the agency.

The Department's financial affairs are covered separately in narrative and tabular sections, and are frequently detailed as they apply to specific activities throughout the report.

For the benefit of those requiring information not included in this volume, original and microfilmed files on all facets of the Department's activities are available for inspection upon request at the headquarters offices in Columbia.

NOTE: Apparent errors in addition in some tables are the result of rounding cents figures to the nearest dollar.

ORGANIZATION

State Highways and Public Transportation Commission

District	Member	Term Expires	Residence
2	Walter E. Brooker, Chairman . . .	1982	Denmark
13	Charles E. Dalton	1983	Pickens
8	Robert M. Erwin Jr.	1983	Greenwood
7	Joel R. Griffin	1984	Roebuck
14	Walker R. Harter	1982	Fairfax
1	O. Alex Hicklin	1984	St. Matthews
15	Lawrence E. Holliday	1982	Georgetown
12	David W. Keller Jr.	1982	Florence
16	B. Bayles Mack	1983	Fort Mill
6	F. S. McWhirter	1984	Lancaster
11	C. G. Matthews	1983	Saluda
10	Hercial H. Moore	1982	Walhalla
3	James D. Phillips	1983	Lake City
*	Margaret H. Rush	1983	Goose Creek
4	Alan H. Schafer	1984	Dillon
5	Howard F. Speaks	1984	Camden
*	Allen E. Vaughn	1983	Greenville
9	DeWitt Williams	1982	St. Stephen

Ex-Officio

Sen. John C. Lindsay, Bennettsville
Chairman, Senate Transportation Committee

Rep. Eugene C. Stoddard, Gray Court
Chairman, House Education and Public Works Committee

* At-large commissioners appointed by the Governor.

DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

Administration

Paul W. Cobb, Chief Commissioner

Edgar S. Coffey

Walker P. Ragin

State Highway Engineer

Secretary-Treasurer

Charles M. Aull, Executive Assistant to Chief

Commissioner	Columbia
Grady P. Bennett, Director of Personnel	Columbia
J. Lawrence King, Director of Supply and Equipment	Columbia
R. P. Smith Jr., Director of Highway Safety	Columbia
J. G. Freeman, Director of Purchasing	Columbia
Joe G. Rideoutte, Director of Finance	Columbia
James L. Walker Jr., Director of Public Relations	Columbia
Carl W. Payne Jr., Claims Agent	Columbia
J. Harold Austin, Auditor	Columbia
Milton W. Dufford, Data Processing Administrator	Columbia

Engineering Division

Edgar S. Coffey, State Highway Engineer	Columbia
Henry R. Caughman Jr., Deputy State Highway Engineer	Columbia
Oren S. Fletcher, Construction Engineer	Columbia
William T. Young, Traffic and Planning Engineer	Columbia
George A. Weathers, Pre-Construction Engineer	Columbia
W. A. Boleman, Bridge Engineer-Construction	Columbia
J. R. Coleman, Bridge Engineer-Design	Columbia
Richard L. Stewart, Research and Materials Engineer	Columbia
Kay T. Hall, Federal Aid Engineer	Columbia
T. J. Wessinger, Contract Administrator	Columbia
Clyde Fallaw Jr., Road Engineer-Design	Columbia
McRaney Fulmer, Maintenance Engineer	Columbia
Gordon R. Hipp, Assistant Maintenance Engineer	Columbia
C. Lewis Edwards, Assistant Maintenance Engineer	Columbia
Timothy Edwards, Landscape Architect	Columbia
Charles H. Moorefield, Planning and Programming Engineer	Columbia
William R. Crockett, Advance Planning Engineer	Columbia
Noel K. Yobs, Rural Engineer	Columbia
E. J. Shuler, Safety Engineer	Columbia

J. B. Brice Jr., Primary Engineer Columbia
 Sidney O. Holstein Jr., Right-of-Way Engineer Columbia
 Milledge L. Smith, District 1 Engr. Administrator Columbia
 Charles H. Herndon, District 2 Engr. Administrator ... Greenwood
 P. E. Bradham, District 3 Engr. Administrator Greenville
 L. B. Cannon, District 4 Engr. Administrator Chester
 Archie R. Catoe, District 5 Engr. Administrator Florence
 Robert J. Weeks Jr., District 6 Engr. Administrator Charleston
 S. Dean Campbell, District 7 Engr. Administrator Orangeburg

Motor Vehicle Division

Emory P. Austin Jr., Director Columbia
 A. W. Utsey Jr., Assistant Director Columbia
 Thomas R. Easler, Driver's License Supervisor Columbia
 Fred E. Sojourner, Supervisor, Financial Responsibility .. Columbia
 Ralph A. Evans, Supervisor, Titles and Registration Columbia
 Capt. F. D. McCarty, Chief License Examiner Columbia
 William H. Kay, Chief Motor Vehicle Inspector Columbia

Law Enforcement Division

Col. P. L. Meek, Director, Law Enforcement Columbia
 Maj. J. A. Spell, Assistant Director, Law Enforcement ... Columbia
 Capt. John S. Timmerman, Administrative Officer Columbia
 Capt. Oscar L. Derrick Jr., Weight Teams Columbia
 Capt. L. F. McSwain, Training Officer Columbia
 Lt. J. K. Westbury, Communications Officer Columbia
 Capt. J. H. Lanier, District 1 Columbia
 Capt. M. G. King, District 2 Greenwood
 Capt. L. O. Wiggins, District 3 Greenville
 Capt. J. E. Fields, District 4 Chester
 Capt. Cecil Dilworth, District 5 Florence
 Capt. B. H. Jones, District 6 Charleston
 Capt. J. C. Pace, District 7 Orangeburg

INTRODUCTION

The South Carolina Department of Highways and Public Transportation is the state agency which is charged with responsibility for the planning, construction and maintenance of the state highway system, the administration of all motor vehicle, driver regulation and related laws, and the enforcement of the state's traffic laws throughout the highway system.

Established in 1917 by state statute to comply with provisions of the Federal-Aid Road Act of 1916, the name of the agency was changed by the General Assembly in 1977 to reflect addition of the public transportation role to the Department's responsibilities. Section 57-3-10, Code of Laws of South Carolina, 1976, was amended by Act No. 82 of 1977.

The Department's initial purpose was to administer funds made available by the federal government to assist the states in the construction of roads. As methods of highway financing improved, the agency's scope of duties was greatly broadened, and during the ensuing years, the Department was assigned the responsibilities of motor vehicle administration, driver licensing and regulation, traffic law enforcement and all the attendant duties.

The Department is governed by an 18-member Commission, 16 members of whom represent the state's 16 Commission districts. Two members are appointed by the governor, and serve "at large" during the appointing governor's term of office.

During fiscal year 1979-80, the General Assembly appointed as ex-officio members to the Commission, the chairman of the Senate Transportation Committee and the chairman of the House Education and Public Works Committee.

Commission meetings are held monthly at the central office building in Columbia. Special meetings may be called by the chairman if needed. The Commission, as a body, considers all major policy matters affecting the Department, and special committees appointed by the chairman are concerned with special areas, such as maintenance, personnel and Highway Patrol, of the Department's operations.

The day-to-day affairs of the Department are conducted by three officers, the chief commissioner, state highway engineer and secretary-treasurer, who are elected by the Commission. The chief commissioner's term of office is four years, while the state highway engineer and secretary-treasurer serve at the pleasure of the Commission.

As provided by state law, the Department consists basically of three major divisions — engineering, motor vehicle and law enforcement. There are, however, several smaller divisions which provide such specialized and supportive services as accounting, personnel administration, financial activities, supply and equipment functions, auditing

services, traffic safety administration, public relations, and the handling of Workmen's Compensation and damage claim matters.

For purposes of administering its statewide programs, the Department has divided the state into seven highway districts. Each of these consists of five or more counties.

Generally, engineering and traffic law enforcement functions are administered from the district level, with a district engineer supervising construction and maintenance activities and a district captain commanding the law enforcement personnel and their supporting staffs.

Motor vehicle and driver licensing services are available through service centers in each of the state's 46 counties. While there are county-level supervisors for these activities, management of Motor Vehicle Division activities is conducted primarily from the Columbia headquarters.

The Department, as of June 30, 1981, had 6,252 employees. These included three officers, 1,183 administrative and clerical, 1,013 engineering, 1,016 law enforcement, public safety and licensing, and 3,037 crafts and trades employees.

Financial History

South Carolina's first highway user tax, a combination of a motor vehicle tax and a two-mill property tax, was levied in 1920. Eighty per cent of the revenues thus derived were returned to the counties from which they were collected for use in improving roads at the county level.

This was followed in 1922 by the first state tax on gasoline, a two cents per gallon levy, with the proceeds still being divided among the counties.

When the Pay-As-You-Go Highway Act was passed in 1924, it shifted the responsibility for highway financing to the state level, and for the first time authorized the Department to retain all property and gasoline tax revenues, as well as federal aid funds, for use in the systematic planning and construction of the state highway system.

A "build now, pay later" highway financing policy was established by the State Highway Bond Act of 1929, permitting the state to issue \$65 million in highway bonds to raise money for road construction. In order to facilitate the financial program even further, the gasoline tax was raised to six cents per gallon, also in 1929.

There was no change in the tax rate until 1950. In that year, in order to finance a stepped-up program for development of the secondary road system, the General Assembly approved a one-cent-per-gallon motor fuel tax increase and earmarked it for that purpose. An additional cent per gallon tax was levied in 1972, with one-third of a cent going to the secondary road program and the balance to statewide needs.

The motor fuel tax was increased by one cent per gallon in 1977 and again in 1979.

In 1980, the General Assembly again increased the motor fuel tax by one cent, effective Oct. 1, bringing the total motor fuel tax levied by the state to 11 cents per gallon, including 2.16 cents earmarked for the "C" secondary program.

Financial Review

Total receipts for fiscal year 1980-81 amounted to \$301 million, including \$88 million in federal aid. Motor fuel tax revenues were up 7.2 per cent over the previous fiscal year due to a one-cent increase in the motor fuel tax effective Oct. 1, 1980.

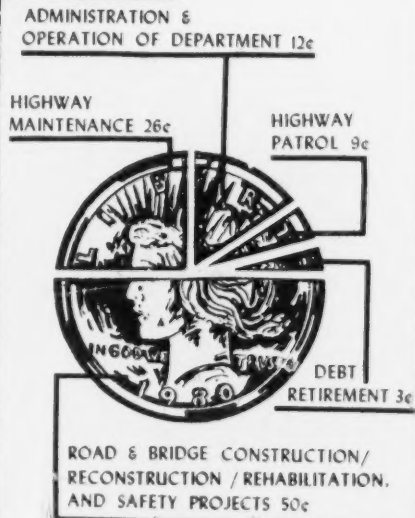
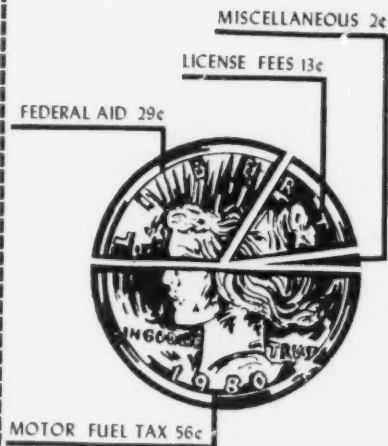
Motor fuel consumption (gasoline and diesel) continued to decline as motorists shifted to smaller, more fuel efficient vehicles. Consumption, which directly affects Department revenues, decreased from 1,864 million gallons in 1978-79 to 1,741 million gallons in 1979-80 and 1,695 million gallons in 1980-81. This trend is expected to continue.

Total salaries were \$78.7 million compared with \$74.9 million the previous year. Total employment on June 30, 1981 was 6,252, a decrease of 290 employees since June 30, 1980.

Federal Aid Fiscal Year 1981

Federal aid receipts amounted to \$88 million compared with \$94.1 million for the preceding year, a decrease of 6.5 per cent. The largest amounts of the federal participation were \$36.4 million for the Interstate program, including construction, Interstate resurfacing, gap closing and discretionary funds. The second largest grouping was ABC programs which amounted to \$29.1 million. These programs consist of federal aid primary, urban, priority primary, economic growth centers, consolidated primary, rural primary, primary resurfacing, discretionary primary, urban system, rural secondary and secondary resurfacing.

THE HIGHWAY DOLLAR



FISCAL YEAR 1980-1981

COMPARATIVE SUMMARY OF REVENUES, OTHER RECEIPTS AND EXPENDITURES

STATE HIGHWAY FUND

For Years Ended June 30, 1981 and June 30, 1980

	1980-81	Per Cent Total	1979-80	Per Cent Total	Per Cent Change
Revenues and other receipts:					
Revenues:					
Motor fuel taxes	\$168,202,028.98	55.9	\$156,882,166.54	54.0	7.2
License fees	40,459,878.29	13.4	34,227,290.91	11.8	18.2
	<u>\$208,661,907.27</u>	<u>69.3</u>	<u>\$191,109,457.45</u>	<u>65.8</u>	<u>9.2</u>
Grants-In-Aid:					
Federal	\$ 88,015,651.46	29.2	\$ 94,079,980.73	32.4	(6.4)
County and municipal	219,277.45	.1	1,167,124.37	.4	(81.2)
Other	535,821.56	.2	153,120.63	.1	249.9
	<u>\$ 88,770,750.47</u>	<u>29.5</u>	<u>\$ 95,400,225.73</u>	<u>32.9</u>	<u>(6.9)</u>
Miscellaneous receipts	\$ 3,554,176.88	1.2	\$ 3,779,324.07	1.3	(6.0)
Total revenues and other receipts ..	<u>\$300,986,834.62</u>	<u>100.0</u>	<u>\$290,289,007.25</u>	<u>100.0</u>	<u>3.7</u>
Expenditures:					
General administration	\$ 8,412,207.38	2.9	\$ 8,198,225.91	2.7	2.6
Engineering administration	4,296,915.75	1.5	4,064,239.40	1.3	5.7
Motor vehicle administration	14,976,987.64	5.2	13,575,259.19	4.4	10.3
Highway maintenance	73,532,596.46	25.7	72,680,201.76	23.6	1.2
Highway Patrol	25,229,478.05	8.8	24,963,083.82	8.1	1.1
Land and buildings	920,821.24	.3	539,544.55	.2	70.7
Debt retirement	10,140,000.00	3.5	10,540,000.00	3.4	(3.8)
Debt interest and expense	3,779,489.75	1.3	4,229,609.25	1.4	(10.6)
Workmen's compensation	820,273.08	.3	1,020,901.31	.3	(19.7)
Damage claims	429,036.33	.2	424,274.27	.1	1.1
Streets and drives — state institutions ..	299,055.50	.1	189,689.48	.1	57.7
Roads and drives — state parks	46,863.24		133,652.06		(64.9)
Access roads — shipping facilities	16,276.94				
Highway beautification	163,459.33	.1	245,218.95	.1	(33.3)
Highway construction	143,415,735.20	50.1	167,364,516.65	54.3	(14.3)
Total expenditures	<u>\$286,479,195.89</u>	<u>100.0</u>	<u>\$308,168,416.60</u>	<u>100.0</u>	<u>(7.0)</u>
Excess of revenues and other receipts over expenditures	\$ 14,507,638.73		\$ (17,879,409.35)		

THE STATE HIGHWAY SYSTEM CONSTRUCTION PROGRAM FISCAL 1980-81

During fiscal year 1980-81 construction activities decreased because of funding limitations. Construction contracts awarded for work on the federal aid primary, urban and Interstate systems amounted to \$33,443,515. Contracts awarded on the secondary system, both state and federal aid, amounted to \$17,935,601.

Work on the Interstate system is funded on a 90-10 per cent federal-state basis. The federal aid secondary and primary programs are funded on a 75-25 per cent federal-state basis. The state secondary program is financed entirely with state funds. At present there is no state primary program.

Involved also is the federal aid forest highway program which consists of construction or reconstruction with federal aid of secondary roads located within national forest areas, as well as streets, roads and drive-ways in state parks and at state institutions.

INTERSTATE SYSTEM

Contracts were awarded covering paving with portland cement concrete of 14.2 miles on I-77 from S.C. 34 to S.C. 200 in Fairfield County; gore clearing and re-signing on I-26 from U.S. 76/176 in Richland County to the Enoree River in Laurens County; placing of asphaltic concrete surfacing, safety grading of median and ditch widening on I-85 from near S.C. 24 to near U.S. 76 and S.C. 28 in Anderson County.

Contracts were also awarded for signing and controlled access fencing on I-77 from S.C. 277 to U.S. 1 and from S.C. 12 to S-1201 in Richland County; removal and replacement of ground-mounted signs and supports and selected clearing on I-26 from the Orangeburg-Dorchester county line to S.C. 7 in Charleston County; and rehabilitation and overlaying with asphaltic concrete surface and hot plant mix seal course of I-95 from U.S. 301 bridge in North Carolina to near S.C. 9 in Dillon County.

PRIMARY SYSTEM

Contracts were awarded for applying thermoplastic pavement markings and placing raised pavement markers on roads in District 1, five miles; District 2, nine miles; District 3, 96 miles; District 4, 13 miles; District 5, 90 miles; District 6, 140 miles, and District 7, 10 miles, as well as grading, drainage and paving on U.S. 15 and 521 Connection in Sumter for approaches to a bridge over SCL Railroad; on 9th Street in

West Columbia from U.S. 1 to S-67; on U.S. 29 from S.C. 296 to Main Street in Spartanburg, and on Decker Boulevard in Columbia from Percival Road to Longbrook Road.

Contracts were awarded on the Golden Strip Freeway in Greenville County for grading and drainage from near S-144 to S.C. 417; for grading, drainage and paving from S.C. 417 to Gilders Creek, and paving from Gilders Creek to S.C. 146.

Placed under contract also was traffic signing on U.S. 17 from U.S. 17 Business north of Myrtle Beach to U.S. 17 Business at Murrells Inlet, and paving of S.C. 9 in Horry County from U.S. 701 to present S.C. 9.

Contracts were also awarded covering 31.1 miles of strengthening and resurfacing on various routes throughout the state.

BRIDGE CONSTRUCTION

During the fiscal year, 21 bridge projects were completed, including:

County	Route	Description
Beaufort	P-0701	Superstructure for main spans over Beaufort River in Port Royal
Greenwood-Laurens	S-38 & S-47	Bridge over Saluda River at Ware Shoals
Greenville-Pickens	S-36 & S-63	Bridge over Saluda River west of Greenville
Fairfield-Newberry	S.C. 34	Bridge over Broad River and Southern Railroad
Charleston	S.C. 31	West approaches to twin bridges over Bull Creek and Ashley River in North Charleston
Richland	I-77	Twin overpasses over Edgewater Drive and Little Jackson Creek, northeast of Columbia
Fairfield	I-77	Twin bridges over Little Wateree Creek, northeast of Winnsboro
Beaufort	U.S. 278 (EBL)	Approach spans for bridge over Skull Creek at Hilton Head Island
Florence	S-12	Overpass over SCL Railroad in Florence
Colleton	S-26	Bridge over Ashepoo River southeast of Walterboro

CONSTRUCTION COST INDEX

The Department's construction cost index is computed using the year 1967 as a base. It is calculated by dividing costs of 10 major construction items for the period covered by costs for the base year.

Following is a table showing a comparison of these construction cost trends from 1967 through calendar year 1980 with the FHWA cost index and Atlanta consumer price index.

UTILITIES

A decrease was recorded in the number and estimated cost of agreements executed for the relocation of utility poles, underground transmission cables, pipelines, water mains and other items necessary in the construction of highways throughout the state, due primarily to the slowdown in the construction program.

While a large number of installations are covered by encroachment permits, an appreciable number of these installations occupy right of way acquired from private owners. Where companies have prior rights of occupancy, the Department must bear the cost of making adjustments necessary for proposed highway construction.

While copies of all encroachment permits are placed in the Department's files, records are not compiled on the number issued, and cost records for rearrangements of this nature are not required of utility companies.

During the fiscal year, the Department paid \$1,567,301 to utility companies for making 243 adjustments to their facilities.

The Department also entered into 162 agreements with these companies to adjust their facilities, at an estimated cost of \$1,491,043.

RAILROAD GRADE CROSSINGS

Accidents at railroad crossings have been a matter of public concern for many years. As a result of the safety improvement program provided by the 1973 and 1976 Highway Acts, the Federal Highway Administration has increased emphasis in this area and the result has been added interest by the railroad companies in a program for protecting as many crossings with automatic signaling devices as conditions warrant.

The following table gives a comprehensive view of what has been accomplished during the past five fiscal years:

Fiscal Year	No.	Programmed Amount	No.	Under Agreement Amount	Completed	Expenditures
1976-77	40	\$1,107,000	57	\$1,666,000	30	\$1,138,206
1977-78	62	\$2,086,300	36	\$1,294,210	42	\$1,508,102
1978-79	63	\$2,178,200	66	\$2,498,350	49	\$1,665,473
1979-80	66	\$2,223,900	45	\$1,442,880	45	\$1,952,680
1980-81	54	\$2,231,850	67	\$2,824,260	54	\$2,449,274

Additionally, a \$333,542 contract was awarded utilizing rail-highway safety funds for widening the overpass of U.S. 1 over Southern Railway in Aiken County.

Also, 23 agreements with various railroads, counties, and municipalities were executed, obligating a total of \$68,446 for the placement of

reflectorized crossbuck and advance warning signs. Sign installations were completed at various locations, bringing over 600 crossings into compliance with the *Manual on Uniform Traffic Control Devices*.

SURVEYS

Field surveys were made on 402 miles of roads throughout the state. Roads surveyed during the past year, according to classification, were as follow:

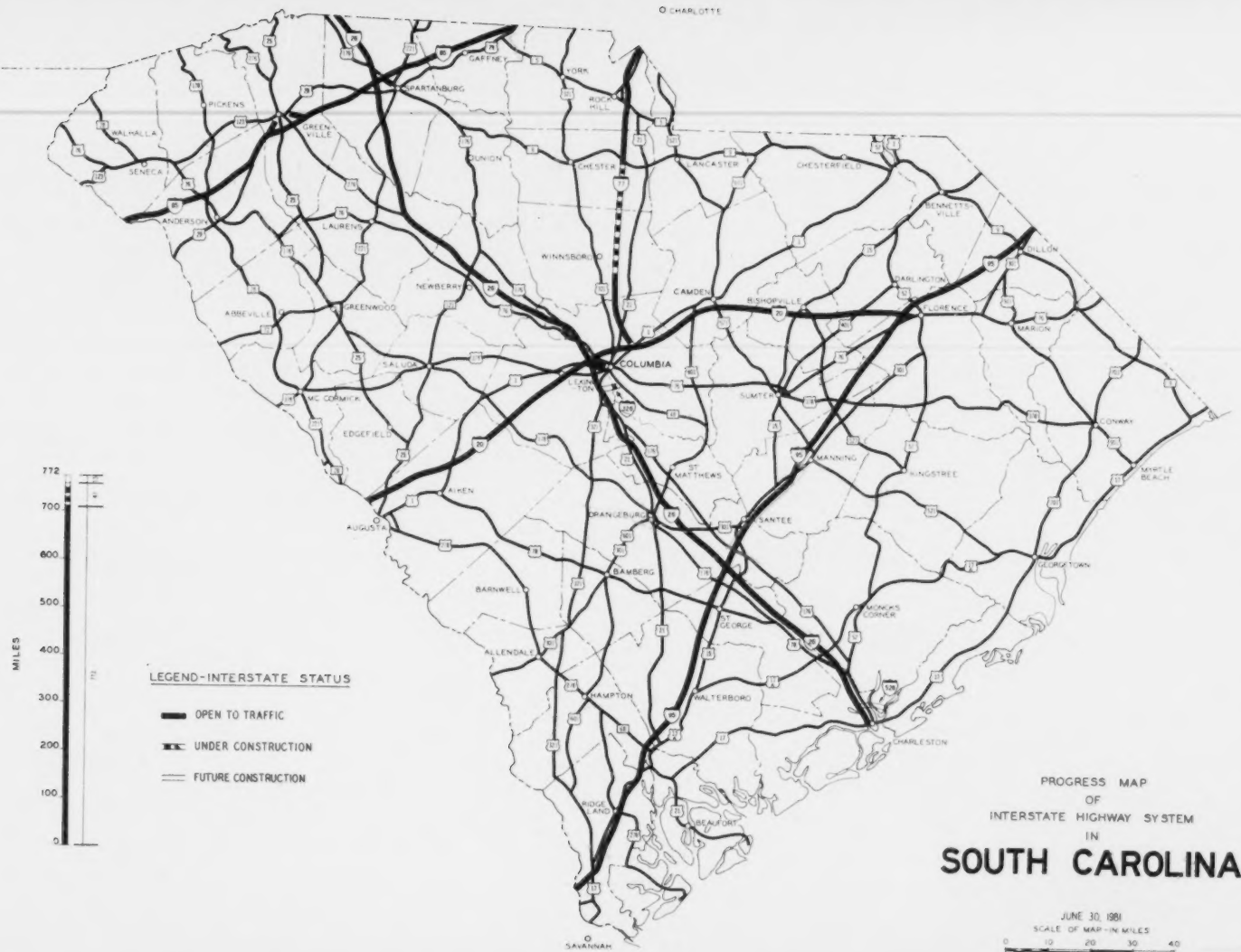
Interstate	51 miles
Transportation studies	52 miles
Primary	39 miles
Secondary	260 miles

BRIDGE DESIGN

During the fiscal year, 49 bridge structures were let to contract. Of these, 24 with an estimated construction cost of \$15,076,300 were designed by the Department's bridge design section and 25 costing an estimated \$14,524,500 were designed by consultants. Miscellaneous expenditures for the bridge design section amounted to \$161,663. In the bridge design section in the Columbia headquarters building, 37 designers and draftsmen, divided into seven groups, prepared bridge plans and other drainage structure work.

Major bridge structures let to contract included:

County	Route	Description	Length	Cost
Beaufort	U. S. 278	Bridge over Skull Creek approaches on westbound lane	2,822 feet	\$4,797,684
Charleston	S. C. 31	Main piers for twin bridges over Ashley River and Bull Creek		\$1,289,812
Cherokee	I-85	Widen twin bridges over Thicketty Creek	350 feet each	\$ 870,678
Cherokee	I-85	Widen twin bridges over Broad River	652 feet each	\$2,250,256
Spartanburg	I-26	Widen twin bridges over South Pacolet River (Bowen Lake)	490 feet each	\$1,375,121



COMPARISON OF SCDHPT CONSTRUCTION COST TRENDS WITH FHWA HIGHWAY CONSTRUCTION COST INDEX AND U. S. DEPT. OF LABOR'S ATLANTA CONSUMER PRICE INDEX

Base Period = 1967 = 100

Period	South Carolina Department of Highways and Public Transportation												FHWA		DOL
Calendar Year	Excava- tion	Pavement					Structures				Composite Construction Cost Index		Composite Construction Cost Index		Atlanta Consumer Price Index
	(Cu. Yd.)	Base Course (Ton)	Asphalt Concrete (Ton)	Surface Treatment (Sq. Yd.)	Asphalt Cement (Ton)	Portland Cement Concrete (Sq. Yd.)	Class A Concrete (Cu. Yd.)	Reinf. Steel (Lb.)	Struct. Steel (Lb.)	Prest. Concrete Beams (Lin. Ft.)	Fixed Base	Changing Base	S. C.	U. S.	
1967	\$0.46	\$ 3.79	\$ 4.58	\$0.34	\$ 24.23	\$ 4.98	\$ 64.36	\$0.14	\$0.18	\$17.90	100.0	100.0	100.0	100.0	100.0
1968	0.42	3.62	4.47	0.33	24.30	4.90	60.81	0.14	0.23	15.49	96.8	95.7	91.2	103.4	104.0
1969	0.48	3.62	5.14	0.42	25.44	4.98	74.36	0.14	0.19	20.55	107.7	107.4	105.6	111.8	110.2
1970	0.62	4.03	6.17	0.46	28.93	5.82	83.78	0.15	0.23	21.41	127.7	128.4	121.7	125.6	116.5
1971	0.91 *	5.01	6.89	0.52	38.16	6.36	91.87	0.16	0.25	23.86	156.3	153.3	149.7	131.7	121.7
1972	0.92	5.14	6.88	0.54	36.62	6.58	92.20	0.16	0.25	23.58	157.8	154.9	156.1	138.2	125.5
1973	1.56	6.36	7.95	0.56	38.82	7.38	110.23	0.20	0.31	31.55	209.2	181.4	249.9	152.4	133.7
1974	1.00	7.05	9.79	0.91	85.66	10.29	142.84	0.31	0.39	41.03	228.3	233.5	200.3	201.8	148.5
1975	0.85	6.09	9.96	0.93	83.56	8.96	114.33	0.25	0.43	56.67	211.6	214.1	194.5	203.8	161.7
1976	0.72	6.61	9.55	0.92	80.43	8.71	107.00	0.22	0.42	35.44	198.0	189.0	180.4	199.3	169.2
1977	1.35	7.92	11.28	0.96	91.45	8.45	111.29	0.24	0.38	42.03	248.5	248.3	214.0	216.4	179.6
1978	2.26	8.89	13.37	1.18	103.39	10.00	156.73	0.27	0.53	51.83	333.9	312.1	316.1	264.9	192.6
1979	3.21	9.98	15.15	1.44	118.38	11.46	189.30	0.34	0.65	68.47	420.9	358.2	409.7	308.3	212.7
1980	2.24	10.31	16.97	1.84	146.74	11.49	176.30	0.35	0.64	66.37	393.6	353.0	355.9	347.9	242.3

Explanation of indexes:

SCDHPT, Federal Highway Administration (FHWA) and U. S. Department of Labor (DOL) all use 1967 as the base year for the indexes shown.

The SCDHPT construction cost indexes are based on the costs of 10 major construction items, which in calendar year 1980 accounted for about 55 per cent of the value of all construction contracts awarded. The prices shown for the 10 items for any year are the weighted average prices bid by the successful bidders on all contracts awarded during the year. The composite index is the ratio of the cost of the same quantities of the 10 items at average prices for the year to the cost at base year (1967) prices. The fixed base index uses the same (base year) quantities for all years. The changing base index for any year is based on the quantities actually awarded during the year.

The FHWA construction cost index is fixed base only and is based on six construction items (excavation, portland cement and bituminous pavements, class A concrete and reinforcing and structural steel). Data is obtained only from federal aid projects of more than \$500,000 contract cost.

The DOL consumer price index is widely used and is frequently referred to as the "cost of living." The index shown is based on the cost of 10 groups of goods and services for the Atlanta area.

Bridge structures were divided among the different programs as follow:

Program	No.	Length	Cost
Federal aid primary	16	4,872 feet	\$ 9,707,800
Federal aid Interstate	18	7,579 feet	9,431,400
Federal aid safety	1	162 feet	311,300
Federal aid secondary	1	165 feet	113,500
Federal bridge replacement	6	3,793 feet	6,300,300
Federal aid urban	4	354 feet	2,251,000
Federal aid Appalachian	1	329 feet	1,001,000
State projects			
(primary and secondary)	2	388 feet	484,500
TOTAL	49	17,642 feet	\$29,600,800

ROAD PLANS

During the fiscal year an average of 76 persons was employed in the road design section in the Columbia office, divided into 11 squads — 10 engaged in design and preparation of road plans, and one in printing and reproduction.

Expenditures not charged to projects amounted to \$151,741. The following work was performed:

1 — Interstate Routes

Plans were completed for 7.8 miles, which included right of way, grading and drainage and surfacing projects on portions of I-26, I-77, I-77 frontage road, I-85, I-95, I-326, I-385 frontage road and I-585 frontage road.

2 — Primary and Urban Routes

Plans were completed for 79.7 miles, which included grading, drainage, surfacing, concrete curb and gutter, sidewalk projects, guardrail projects, and demolition projects.

3 — Secondary Roads

Plans were completed for 223.1 miles, which included grading, drainage, surfacing, concrete curb and gutter, and sidewalk projects.

4 — Resurfacing

Sketch maps were completed for 361.8 miles.

5 — Miscellaneous Projects

Plans were completed for 74.1 miles on projects such as rest areas, bridge approaches and numerous other miscellaneous items.

6 — Printing and Reproduction

Printing of maps and plans necessary to construct roads, bridges, and other projects let to contract; also, miscellaneous printing for road plans and other sections within the Department.

RIGHT OF WAY

Expenditures for right of way, including payments for relocation assistance as provided under Title 28, South Carolina Code of 1976, in connection with all construction programs during the year, amounted to \$5,090,715 compared with \$12,178,472 from the preceding year.

Right of way is acquired by purchase, gift and under power of eminent domain. Appraisals are prepared by qualified appraisers for the purchase of right of way. Right of way is purchased on all Interstate projects and on most projects designated as primary or urban. Right of way is purchased on some secondary projects, however, on most secondary projects (farm to market roads) right of way is acquired by gift.

Right of way expenditures for the past 10 years have been as follows:

Year	Amount
1971-72	\$10,449,179
1972-73	11,436,190
1973-74	13,617,045
1974-75	14,374,859
1975-76	5,560,424
1976-77	14,698,240
1977-78	11,419,254
1978-79	17,735,900
1979-80	12,178,472
1980-81	5,090,715

TRAFFIC ENGINEERING AND PLANNING

The Federal Aid Highway Act provides that 1.5 per cent of federal funds apportioned to a state shall be reserved for highway planning and research purposes, including engineering and economic surveys and investigations; planning of future highway programs and local public transportation systems; highway usage studies including developing desirable regulation and equitable taxation plans, and research and development for the planning, design, construction, and maintenance of highways and highway systems.

Traffic engineering activities (financed with 100 per cent state funds), include conducting engineering investigations and providing recommendations to improve traffic flow and safety; reviewing geometric designs of new and reconstructed facilities and recommending changes to enhance traffic operations, developing signing and pavement marking plans and administering the erection/installation contract, and performing design, review, and approval of traffic signal plans. A state statute requires the Department's approval of all traffic control devices erected

by local authorities on state highways in municipalities. Prior to granting such approval, the Department often must make traffic studies to appraise the needs and recommend proper control.

Uniformity in traffic control devices is an important objective in the program to reduce accidents and to facilitate the orderly flow of traffic. The *State Manual on Uniform Traffic Control Devices*, which applies to all public roads and streets within South Carolina, is being revised to conform with the latest national publication.

TRAFFIC COUNT PROGRAM

The Department monitors traffic flows by counting traffic at selected locations throughout the state. Manual counts are made to determine the compositions of the traffic stream. Average data for the points sampled by manual counts showed the composition to be 67 per cent South Carolina-licensed passenger cars and buses, nine per cent out-of-state passenger cars and 24 per cent trucks.

Mechanical counters are used to detect changes in traffic patterns and/or volume. Average daily traffic counts (ADT) are established annually for the Interstate system. The state primary system is counted biennially and all other roads in the state are counted every five to seven years.

In addition to traffic data, motor fuel consumption, vehicle registration and population statistics are valuable tools in projecting future highway needs. The following tabulation, compiled on the basis of fuel consumption statistics, shows yearly variations since 1940.

FUEL CONSUMPTION BY CALENDAR YEAR

Year	Gallons	Ratio to Year Shown							
		1940	1950	1960	1970	1975	1978	1979	1980
1940	225,871,651	1.00	0.51	0.31	0.17	0.14	0.12	0.12	0.13
1950	443,172,063	1.96	1.00	0.60	0.34	0.27	0.23	0.24	0.25
1960	739,134,198	3.27	1.67	1.00	0.56	0.45	0.39	0.40	0.42
1970	1,308,968,087	5.80	2.95	1.77	1.00	0.80	0.68	0.70	0.74
1975	1,644,592,245	7.28	3.71	2.23	1.26	1.00	0.86	0.88	0.93
1978	1,909,787,291	8.46	4.31	2.58	1.46	1.16	1.00	1.02	1.08
1979	1,866,209,213	8.26	4.21	2.52	1.43	1.13	0.98	1.00	1.06
1980	1,767,164,622	7.82	3.99	2.39	1.35	1.07	0.93	0.95	1.00

ROAD AND BRIDGE INVENTORY

A continually updated inventory of road and bridge data is maintained on the state highway system. Computerized data bases provide information utilized in planning and programming highway and bridge needs.

VEHICLE SPEEDS

Speeds are measured in accordance with the 55 mph monitoring plan approved by the FHWA to certify compliance with the national speed limit.

Listed below is a summary of speeds compiled from data collected during the 1979 and 1980 quarterly studies.

Highway Type	Miles	Year	Average Speed	Percentage of Motorists Exceeding		
				55 mph	60 mph	65 mph
Interstate Urban	76	1979	55.9	59.5	11.0	1.6
		1980	56.7	64.5	13.6	1.5
Interstate Rural	620	1979	57.3	64.6	20.8	2.6
		1980	57.6	70.0	22.5	3.5
Multi-Lane, Divided and Undivided	800	1979	53.5	38.1	8.3	1.2
		1980	53.2	36.6	7.7	1.1
2-Lane, Rural	18,504	1979	51.6	30.8	7.7	1.3
		1980	52.3	33.8	7.9	1.4
State Total	20,000	1979	53.9	43.3	11.8	1.7
		1980	54.2	33.8	7.9	1.4

MAPPING

General highway maps for each county, city, town and small community are maintained to show current roads and streets that come under the jurisdiction of the Department. Traffic maps of larger towns and cities and all rural roads are published periodically and a traffic map of the rural state primary system is published about every two years.

The Department publishes annually a multicolor state highway primary system map in two sizes. Seven hundred thousand copies of the smaller map were printed for free distribution to the public. The larger wall map measures about three by four feet.

All maps published by the Department other than the free-of-charge state highway primary system map are available to the public for a small charge to defray the cost of printing and handling.

HIGHWAY SYSTEMS

The original State Highway System as designated in 1920 included only 3,047 miles. Growth of this system resulted from a periodic transfer of roads from county to state jurisdiction. In 1946, the General Assembly authorized the Highway Department to classify state highways according to primary and secondary routes and in 1967 to further classify the highways in the State Highway System into three classifications: Interstate system, state highway primary system and state highway secondary system.

The Interstate system was designated to consist of segments of highways that are part of the official designated National System of Interstate and Defense Highways. The primary system was designated to consist of the principal state highways, not exceeding 10,000 miles, connecting centers of population, as determined by the State Highway Commission; the secondary system was to include all other roads in the State Highway System.

State Highway System mileage which includes total of Interstate completed, state primary and secondary on June 30, 1980, was 39,294 miles and roads added by statutory authority and changes by relocation, etc., resulted in a total on June 30, 1981, of 39,436.

A. Summary of State Highway Mileage is shown in Table 28.

B. Federal Aid System

This system is located almost entirely on the State Highway System and a summary of each classification follows:

1. Primary: The federal aid primary system, which includes the Interstate system, as of Dec. 31, 1980, totaled 6,581 miles. Included in this total is 6,056 miles of federal aid primary rural and 525 miles of federal aid primary urban. The total compared with 6,581 miles on Dec. 31, 1979.
2. Secondary: The federal aid secondary system as of Dec. 31, 1980, totaled 8,976 miles. The total compared with 8,967 miles on Dec. 31, 1979.
3. Federal aid urban system: As of Dec. 31, 1980, the designated urban system totaled 923 miles.
4. Forest highway system: The forest highway system consists of 550 miles of roads which lie within national forest boundaries and is also included in the federal aid primary or federal aid secondary systems.

RESEARCH AND MATERIALS LABORATORY

The Department maintains a central research and materials laboratory at Columbia and district laboratories at Greenville, Florence and Charleston, to test, inspect and evaluate materials used in construction and maintenance of roads, bridges and buildings.

A total of 20,749 samples were tested, and laboratory personnel inspected and tested materials at production plants prior to shipment to Department projects and designed portland cement and asphalt concrete mixes.

Training programs to qualify asphalt plant and road inspectors, nuclear moisture-density gauge operators, and concrete inspectors were continued. A training program to qualify grading, drainage and base inspectors was begun.

Soil investigations were performed on proposed projects and the results analyzed for use in highway design and construction. The retro-reflective testing program for materials such as reflective sheeting, pavement markers and delineators was continued.

The third inventory of the surface friction of pavements in the state's Interstate and primary highway systems was continued along with an inventory of the surface friction of heavily-traveled secondary highways. The second inventory of bridge deck surface friction was continued.

Research studies dealing with problems of interest to the Department continued. In addition to a number of in-house investigations, major research projects were conducted by Clemson University and the University of South Carolina. The contract research projects which are currently active are as follow:

Research Project No.	Title
529	Evaluation of the Potential Applications of Photo-Logging in S. C.
530	Evaluation of a Pavement Roughness Measuring Device (Mays Road Meter)
531	Effects of Highway Construction on Stream Turbidity and Suspended Solids: A Case Study
532	Investigation of Subsurface Exploration Methods for Geologic Conditions in S. C.

PROGRAMMING

The six-year state primary and secondary programs were updated. Work continued on the FHWA Section 105 annual work program, the state five-year plan, a roadway and bridge needs study, funding projections, and scheduling and reviews of clearinghouse and permit applications from other agencies.

ADVANCE PLANNING

The transportation planning process, as required by the 1962 Federal Aid Highway Act, continued in the urbanized areas of Charleston, Columbia, Greenville, Spartanburg and North Augusta (the South Carolina portion of the Augusta urbanized area). In each of these five areas, a six-year implementation program (Transportation Improvement Program) as well as a one-year implementation program (Annual Element) were prepared and kept current. A unified planning work program was prepared and published for each study. Other work items completed were as follow:

- Charleston Area Transportation Study (CHATS) — A major review of the approved transportation plan continued. Simulated traffic for 1979 was compared with current traffic counts in order to evaluate both the assignment process and the socio-economic data. This major plan review is scheduled for completion during the coming year. Special studies were conducted to assist in implementation of the transportation plan.
- Columbia Area Transportation Study (COATS) — The year 2000 Transportation Plan Report was published and distributed. The Transportation Systems Management Element was completed and approved. A special study of the North-South Corridor is underway.
- Greenville Area Transportation Study (GRATS) — Special analysis was conducted for the Edwards and Howell roads corridor in view of developmental restrictions and existing and projected travel demands.
- Spartanburg Area Transportation Study (SPATS) — Detailed evaluations continued of alternative plans for the I-85 corridor.
- Augusta Regional Transportation Study (ARTS) — Technical work for ARTS is done primarily by the Georgia DOT with appropriate review by SCDHPT. The continuing planning process has been monitored with input and coordination as required. Special analysis was conducted for a proposed road in connection with an expanded development project in North Augusta.

The transportation planning process continued in the following areas with cities of more than 20,000 people: Anderson (ANATS), Florence (FLATS), Greenwood (GWATS), Rock Hill (RHATS) and Sumter (SUATS).

Traffic counts necessary to monitor and update traffic flow data were done in each of the five urbanized areas and in the five smaller urban and other special areas. Programs to assist local planning agencies with computerized carpool matching are available on the Department's computer. Assistance was provided to various local governments in bikeways planning and submission of bikeway grant applications to the Federal Highway Administration.

PRE-CONSTRUCTION

The section develops and implements highway projects in all the systems on a statewide basis.

The rural engineer's office is responsible for projects in the rural areas, including secondary roads and off-system projects in areas of population less than 5,000, and for supervision of field survey parties assigned to the pre-construction section.

The urban engineer's office develops highway projects recommended in the transportation plans for cities having populations of 50,000 or more and coordinates a statewide highway program for cities with populations between 5,000 and 50,000 having transportation plans, and cities with populations of 5,000 or more not having transportation plans.

The preliminary design office assists the other pre-construction sections with location and design services. It is responsible for pavement design, hydraulics, federal and state permit applications and preparation of cost estimates, including the Interstate cost estimates.

Primarily, the activities of the sections included collecting and furnishing detailed information for the environmental section to use in preparing environmental impact statements; developing alternate locations and designs for proposed projects; conducting location and/or design public hearings; preparing location and/or design study reports on the social, economic and environmental effects each project may have on the local community; maintaining contact with federal, state and local public officials and individuals; meeting with local government committees and other organizations to explain Departmental policy and procedures and providing information on Departmental engineering activities and responsibilities; preparing layouts for field surveys and coordinating the development of right-of-way and construction plans.

STATE PRIMARY AND INTERSTATE SYSTEMS — RURAL SECTIONS MILEAGE BY SURFACE WIDTH AND TRAFFIC VOLUME GROUPINGS

June 30, 1981

Traffic Group

Surface Width	0 999	1,000 1,999	2,000 2,999	3,000 4,499	5,000 7,499	7,500 9,999	10,000 19,999	20,000 Over	Total
Under 18 Feet	.15	.31	.07						.53
18 Feet	30.43	12.43		.07	.31				48.24
19-20 Feet	474.79	81.91	19.75	20.93	.57	.09	.19		598.23
21-22 Feet	1,047.11	916.50	276.73	215.04	34.72	10.13	5.75		2,505.98
23-24 Feet	432.64	1,104.27	1,002.61	824.79	323.00	93.87	29.48	1.39	3,812.05
25-29 Feet	7.09	12.38	23.04	42.15	35.79	4.76	4.21	.29	129.71
30-35 Feet	2.31	3.92	6.75	6.10	4.50	.76	.47		24.81
36 Feet and over									
2-3 Lanes	.72	4.63	3.33	12.50	11.09	4.84	1.17		38.28
36-40 Feet									
3-4 Lanes Undivided		.53	.54	4.42	3.29	1.54	4.13	.95	15.20
41 Feet and over									
3-4 Lanes Undivided	.98	2.62	7.94	10.93	32.30	17.19	27.18	5.58	104.72
5-6 Lanes Undivided							.94	3.25	4.19
36-40 Feet									
3-4 Lanes Divided			.72	1.30	2.00	.05	3.87	.54	8.48
41 Feet and over									
3-4 Lanes Divided	.69	17.81	31.48	172.24	304.33	377.15	562.65	117.06	1,583.41
5-6 Lanes Divided				5.05	.43		2.10	27.16	34.74
7-8 Lanes Divided								.59	.59
TOTAL	1,996.91	2,157.11	1,372.96	1,315.52	752.33	510.38	642.14	156.81	8,904.16

**STATE PRIMARY AND INTERSTATE SYSTEMS — MUNICIPAL SECTIONS
MILEAGE BY NUMBER OF LANES AND TRAFFIC VOLUME GROUPINGS**

June 30, 1981

Traffic Group

	0	3,000	5,000	7,500	10,000	20,000	Total
	2,999	4,999	7,499	9,999	19,999	Over	
Number of Lanes							
2-3	273.82	159.61	112.42	51.27	32.65	.83	630.60
3-4 Undivided	35.46	28.91	38.27	38.65	68.27	23.67	223.23
5-6 Undivided					.73	1.36	2.09
3-4 Divided	10.71	16.64	33.90	32.81	104.02	53.09	251.17
5-6 Divided		.14		.50	3.12	30.27	34.03
7-8 Divided						.95	.95
Total	319.99	205.30	184.59	123.23	208.79	110.17	1,152.07

HIGHWAY MAINTENANCE

Expenditures for maintenance of the State Highway System for fiscal year 1980-81 are reflected in the following tabulation, also showing expenditures for fiscal year 1979-80.

Item	1979-80	1980-81	Per cent Increase (Decrease)
Direct cost of maintenance including labor, materials, supplies and supervision	\$56,126,381	\$59,217,396	5.50
Retreatment	12,731,291	11,210,312	(-11.94)
Subtotal	\$68,857,672	\$70,427,708	2.28
Purchase of new equipment	3,822,530	3,104,888	(-18.77)
Totals	\$72,680,202	\$73,532,596	1.17

The average regular maintenance cost per mile for Interstate roads was \$5,589, for primary roads \$2,095, for secondary roads \$1,190 and for all roads \$1,484. State Highway System mileage increased from 39,294 to 39,436, an addition of 142 miles.

An average force of 3,137 maintained the highway system during the year, including all operations except large resurfacing projects which are handled more economically by contract. A total of 538 miles were resurfaced by this procedure and 460 miles were resurfaced by maintenance forces.

Traffic services, which consist of signs, signals, pavement markings, etc., cost \$9,744,022.

Maintenance forces installed 258,974 linear feet of pipe lines, mowed 153,407 miles of right of way, hauled and placed 1,664,373 cubic yards of earth material, painted 17,925 miles of traffic lines, erected 101,158 signs, hauled and placed 165,291 tons of bituminous material and painted 482 pieces of maintenance equipment.

Generally, maintenance forces construct and reconstruct bridges on the secondary system. Thirty-seven precast concrete bridges in 15-foot spans with varying widths of travelway were erected, with a total length of 2,111 feet. Thirteen precast prestressed concrete bridges of 30-foot spans, totaling 1,560 feet, were erected. Both types replaced obsolete bridges.

HIGHWAY MAINTENANCE COSTS BY SYSTEMS YEAR ENDED JUNE 30, 1981

	Rural	Urban	Total
Regular maintenance:			
Interstate	\$ 3,396,802	\$ 160,945	\$ 3,557,247
Primary	16,668,378	959,186	17,627,564
Secondary	30,063,572	1,359,408	31,422,980
Total direct cost	\$50,128,752	\$2,479,539	\$52,608,291
Indirect maintenance cost ..			\$ 5,815,958
Total regular maintenance ..			\$58,424,249
Extraordinary maintenance:			
Interstate	\$ (-3,856)	\$ 14,061	\$ 10,205
Primary	471,534	102,335	573,869
Secondary	204,260	4,814	209,073
Total direct cost	\$ 671,938	\$ 121,209	
Total extraordinary maintenance			\$ 793,147
Retreatment:			
Interstate	\$ 18,500		\$ 18,500
Primary	2,542,148	\$ 449,623	2,991,772
Secondary	6,551,026	1,649,015	8,200,040
Total retreatment	\$ 9,111,674	\$2,098,638	\$11,210,312
Grand Total			\$70,427,708

LAND, BUILDING AND PLANT DEVELOPMENT

Expenditures for land purchases and building construction during 1980-81 totaled \$920,821.

The upgrading of license sales and Patrol offices included completion of new buildings at Allendale and Winnsboro, renovation of existing buildings at Georgetown and St. Matthews, and award of contracts for new buildings at Florence, Greenville and Darlington.

Plans were prepared, contracts awarded and work performed for capital improvement on land and buildings throughout the state.

REST AREAS AND INFORMATION CENTERS

Construction was completed on the welcome center on I-77 in York County, rest areas on I-95 in Colleton County and truck weight station on I-95 in Jasper County and these facilities were opened to the public.

Plans were completed for rest area facilities on I-95 in Sumter County, I-20 in Kershaw County and I-26 in Newberry County and these were expected to be let to contract soon.

Plans were prepared for a truck weight station on I-26 in Berkeley County.

Plans are being prepared to upgrade the potable water supply system for the rest areas on I-26 in Newberry County, and water was obtained from a municipal source for the welcome center on I-85 in Oconee County.

JUNKYARD CONTROL

The Department continued to implement the provisions of the junkyard control law requiring permits for all yards on the Interstate and federal aid primary system. This law was enacted by the legislature and signed by the Governor on June 9, 1978.

There are 567 such yards within the state, of which 112 have been screened; 151 are illegal, and the remaining 304 must be screened or removed by the Department.

OUTDOOR ADVERTISING CONTROL

The acquisition of non-conforming advertising signs and removal of illegal ones declined again, from 104 last year to 56 for 1980-81, and removal of illegal signs dropped from 373 to 289, in part because of the increased use of the specific service signing "logo" program along I-95.

Of the 22,000 signs subject to control originally, there remain some 7,900 signs, of which 5,500 are situated in areas that conform to the law and will be allowed to remain.

LANDSCAPING

Landscaping plans for the I-77 welcome center in York County were completed, and let to contract in April 1981. Plantings and other landscaping are expected to be completed by March 1982.

Landscaping plans for the I-95 rest area facilities in Colleton County were nearing completion.

A beautification project on an 11-mile section of U. S. 278 on Hilton Head Island was completed, as were smaller projects at the I-26/Montague Avenue interchange in North Charleston, along U.S. 321 in Denmark and at the intersection of Jarvis Klapman Boulevard and 12th Street in West Columbia.

Plans were developed for landscaping at the Department's license sales and patrol office buildings in Allendale, Chesterfield and Florence.

Maintenance forces planted 57,500 loblolly pine seedlings along I-20, I-26, I-77 and I-95. The Department intends to continue planting pine seedlings so additional areas can be taken out of mowing status and allowed to return to natural growth.

ENVIRONMENTAL STUDIES

The environmental section is responsible for compliance with federal, state and local environmental laws and state road construction and improvement regulations. These include the National Environmental

Policy Act of 1969, the Clean Air Act of 1970, Section 4(f) of the Department of Transportation Act of 1966, Section 106 of the Historic Preservation Act of 1966, and the Endangered Species Act. Additionally, the section assures compliance with all federal requirements and directives of the Federal Highway Administration.

Environmental evaluations are made of projected highway facilities on new locations as well as alterations to existing roads and bridges, and environmental reports are prepared for distribution to federal, state and local agencies and environmental groups. The environmental assessment process is a study of the social, economic and environmental aspects of highway projects, including air quality, noise impact, water quality, sociological, wildlife and historical and archaeological studies. Close coordination is maintained with federal, state and local agencies and groups with which the Department works toward solving environmental problems.

The environmental section secured approval from the Federal Highway Administration for its updated version of the Department's Action Plan, a document which outlines social, economic and environmental evaluation procedures. The section is also responsible for assuring implementation of the plan.

The section has also been working closely with Clemson University on a contract to inventory all remaining metal truss bridges in the state. This study is necessary because some of the structures may be eligible for inclusion in the National Register of Historic Places. The inventory, and subsequent evaluation of surveyed data, will determine if any of the structures are historically significant.

The environmental section is directly involved with the Department's efforts to have work on all Interstate system highways in the state under construction by the 1986 deadline mandated by Congress. The section will be involved in completing all environmental studies needed before construction work can commence on those sections not yet under contract.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

The Highway Safety Improvement Program administered by the safety engineering section has the objective of reducing the number and severity of accidents.

Approximately \$5.8 million was obligated during the year for safety improvement projects, which include installing guardrail, applying pavement markings on urban and rural highways, installing traffic signals at problem intersections, installing flashing signals at railroad grade crossings, constructing sidewalks and improving hazardous intersections.

SUPPLY AND EQUIPMENT DIVISION

The supply and equipment division supervises and maintains control of all equipment and property of the Department. It prepares specifications for the purchase of all automotive and road machinery equipment and receives and processes all items of property and equipment purchased.

Records of accountability are initiated on each piece of automotive equipment, road machinery, office furniture, radios and all other miscellaneous equipment. Recommendations are made as to maintenance and disposal of equipment, and the division is responsible also for warehousing, stocking and delivering field and office supplies. The division includes the supply depot, equipment depot, office supply and repair, radio, and the central equipment service station.

Expenditures during the year for non-expendable equipment of all types totaled \$6,205,387. As a result, the total inventory value of non-expendable equipment owned by the Department at the close of the fiscal year reached \$59,342,620, an all-time high.

New equipment was purchased during the year as follows:

Passenger vehicles	\$2,505,928
Trucks and trailers	\$2,093,120
Road machinery and equipment	\$1,203,870
Power tools and major shop equipment	\$ 71,869
Radio equipment	\$ 165,828
Miscellaneous equipment	\$ 164,772
Total	\$6,205,387

SUPPLY DEPOT SECTION

The supply depot carries stock having an average monthly inventory value of \$898,643 and consisting of over 1,368 separate items of general supplies needed by road maintenance crews, equipment repair shops, survey crews and other Department personnel.

Stock valued at \$4,497,916 was issued within the Department or sold to other state agencies. As in the past, the Department continues to cooperate with the State Purchasing Division in supplying many depot stock items to other state agencies, towns and counties. For fiscal 1980-81, this amounted to \$780,594.

Supply depot field delivery trucks traveled 131,001 miles during the year and hauled 18,468,599 pounds of freight, including many loads of vehicle license plates delivered to license sales offices. The depot's furniture van and crew moved the household effects of 17 employees who were transferred to new headquarters locations.

CENTRAL SERVICE STATION

The central service station services not only Department automotive equipment but also that of other state agencies. A total of 446,745 gallons of gasoline was pumped for 34,235 units.

The station operates a motor pool of automobiles for use by employees on official Department business. During the year these vehicles traveled 217,189 miles.

EQUIPMENT DEPOT

The equipment depot at Columbia services a large number of SCDHPT vehicles and vehicles operated by other state agencies and receives, processes and distributes all new equipment for the Department. Services include the preparation of patrol cars and the installing of dump bodies on trucks. This service, including parts and labor, amounted to \$1,360,728.

Sealed bid and auction sales of obsolete and unserviceable equipment held monthly resulted in the sale of 488 units in the amount of \$290,692.

The depot also operates a motor pool of automobiles, suburbans and pick-ups, which traveled 333,417 miles during the year.

OFFICE SUPPLY AND REPAIR SECTION

The office supply section furnishes stationery, business forms, general office supplies and certain engineering supplies and provides repair services for office machines and engineering instruments. Amounts of stock issued within the Department or sold to other state agencies totaled \$343,084.

A total of 2,004 pieces of office equipment (typewriters, calculators, etc.) and engineering instruments were repaired.

RADIO MAINTENANCE SECTION

Radio communication is of steadily increasing importance in all Department operations. Six frequencies in the low band and one in the high band provide statewide coverage for the Patrol; four frequencies in the marine band for drawbridge operation; two frequencies in the low band for statewide maintenance coverage, and 17 frequencies in the statewide police network.

At the end of the fiscal year, the Department had in operation the following radio and electronic equipment:

	Law Enforcement	Engineering & Administration
Mobile units	1,218	1,084
Base stations, fixed	16	55
Base stations, marine (drawbridges & ferry)	..	7
Speed checking devices	424	..
Other units (portable, repeaters, etc.)	148	..

Licensed technicians of the radio maintenance section made 986 service calls to base stations, 2,468 to mobile units, 957 to radar and VASCAR units, 322 to CB units and 165 to miscellaneous units, at a cost in materials and labor of \$227,797.

Repairs were made 92 times on outside agency units, at a cost of \$2,083.

TRAFFIC LAW ENFORCEMENT

The Highway Patrol is the division responsible for enforcing traffic, motor vehicle, driver's license and weight laws. All enforcement activities are conducted with the objective of accident prevention.

SELECTIVE ENFORCEMENT

The Patrol continues to utilize a selective enforcement program to improve its traffic law enforcement efforts. This is a modern, scientific method used to determine the location, day of week, time of day and violations which are contributing to traffic accidents. Arrest and accident reports are used to plan future enforcement action.

Reports on the three most recent years are used to determine trends and this data is furnished to district commanders for use with other known factors in preparing work schedules in their respective districts.

RADAR

The Highway Patrol uses the MR-9 and the KR-11 moving radar, which accurately determines the rate of speed of another vehicle even while the Patrol car is moving. Department records have consistently shown that driving at excessive speeds, or speeds too fast for conditions, is the principal traffic law violation in accidents; therefore, radar units are used extensively to help protect the motoring public. A total of 266,956 arrests for speed violations were made during the year through the use of radar.

The units are calibrated by qualified Department technicians and are checked daily with the calibrated Patrol car speedometers. Radar units are operated on a 24-hour basis on all types of roads, and are important to the enforcement of the 55-miles-per-hour speed law.

ARRESTS, CONVICTIONS AND FINES

During the year the Patrol made 411,407 arrests for traffic law violations, resulting in 394,990 convictions, a conviction rate of 96 per cent. The state's counties and municipalities received \$12,534,507 in fines during fiscal year 1980-81 compared with \$13,077,107 in fines during fiscal year 1979-80. The most numerous violations were:

Speeding over 10 mph above the posted limit	171,298
Speeding under 10 mph above the posted limit	95,658
Violations of inspection law	21,656
Driver's license violations	18,698
No vehicle license	18,019
Driving under the influence	13,552
Failure to yield right of way	6,860
Driving under suspension	5,190

In addition, the Patrol issued 421,738 warnings for minor infractions of the traffic laws.

IMPLIED CONSENT AND CHEMICAL TESTS

The South Carolina Implied Consent Law provides for the suspension of the driver's licenses of persons charged with driving under the influence of intoxicants and refusing to submit to certain chemical tests. There were 13,552 persons arrested for driving under the influence of intoxicants, of whom only 996 or 7.3 per cent refused to take the Breathalyzer test.

TRUCK WEIGHING

The Highway Patrol has a special weight unit composed of 26 officers who are responsible for enforcing the state's truck size and weight laws. The unit uses fixed weighing stations and portable scales which can be used anywhere in determining trucks' weights, axle loads and other information needed for enforcement purposes. Weight unit personnel made 13,837 arrests during fiscal year 1980-81, compared with 17,634 during fiscal year 1979-80.

Personnel of the weight unit made arrests for the following violations:

Exceeding license tonnage	1,182
Exceeding axle weight	3,087
Exceeding gross weight	3,502
Over width, length or height	328
Violation of special permit	58
Improper use of license plates	45
No vehicle license	484
No registration card, or no registration card in possession ..	10
No fuel marker displayed	4,407
Defective, or no safety equipment	150
No driver's license, or no driver's license in possession ..	38
Violation of classified driver's license	276
Speeding	29
Improper passing, or passing a school bus	7
Driving under the influence	8
Driving under suspension	10
Disregarding sign or signal	54
Spilling load	16
All other violations	145

The total convictions during the fiscal year were 13,837, and the fines totaled \$492,121.

MOTOR VEHICLE DIVISION

LICENSES AND REGISTRATIONS

Motor vehicle registration for the license year which ended Dec. 31, 1980 totaled 2,069,809, a decrease of .35 per cent from the prior year's total of 2,077,030.

During the license year, automobile registrations increased .28 per cent or 4,322, while truck registrations decreased .40 per cent or 1,744.

An analysis of the total registrations by vehicle type, and a comparison with comparable types for the previous license year follow:

	License 1979-80	Year 1978-79	Per Cent Increase 1979-80 Over 1978-79	(Decrease) 1978-79 Over 1977-78
Automobiles	1,529,244	1,524,922	.28	1.33
Trucks	438,530	440,274	(.40)	10.87
Trailers and semi-trailers	29,586	31,109	(4.90)	8.00
Utility trailers	1,375	2,324	(40.83)	(5.57)
House trailers	235	247	(4.86)	.82
Camper trailers	27,079	29,127	(7.03)	1.27
Buses	3,889	3,948	(1.49)	6.10
School buses	996	7,613*	(86.92)	1,156.27
Motorcycles & scooters	38,875	37,466	3.76	6.20
Totals	2,069,809	2,077,030	(.35)	3.75

* New permanent license plates were designed for the 1979 license year and all vehicles displaying permanent license plates were re-registered. Registration statistics for the 1979 license year were somewhat inflated because of the new issuance of permanent license plates in South Carolina.

Registrations for the 1980-81 license year through June 30, 1981 decreased 3.1 per cent from those of the corresponding period of the previous license year as follows:

	License Year to June 30 1981	1980	Per Cent Increase (Decrease)
Automobiles	837,519	876,812	(4.48)
Trucks	301,079	304,484	(1.12)
Trailers & semi-trailers	29,055	28,455	2.11
Utility trailers	1,188	1,187	.08
House trailers	186	204	(8.82)
Camper trailers	24,142	24,725	(2.36)
Buses	3,690	3,632	1.60
School buses	619	901	(31.30)
Motorcycles & scooters	36,827	33,333	10.48
Total	1,234,305	1,273,733	(3.10)

Registrations by Years 1945-80

License Year Ended	Total Registrations	Increase (Decrease) Over Preceding Year	
		Number	Per Cent
Oct. 31, 1945	338,693		
Oct. 31, 1946	381,220	42,527	12.56
Oct. 31, 1947	432,632	51,412	13.49
Oct. 31, 1948	476,300	43,668	10.09
Oct. 31, 1949	524,113	47,813	10.04
Oct. 31, 1950	583,194	59,081	11.27
Oct. 31, 1951	627,968	44,774	7.68
Oct. 31, 1952	677,817	49,849	7.94
Oct. 31, 1953	713,296	35,479	5.23
Oct. 31, 1954	711,262	(2,034)	(0.29)
Oct. 31, 1955	763,058	51,796	7.28
Oct. 31, 1956	793,197	30,139	3.95
Oct. 31, 1957	820,002	26,805	3.38
Oct. 31, 1958	836,717	16,715	2.04
Oct. 31, 1959	880,063	43,346	5.18
Oct. 31, 1960	903,790	23,727	2.70
Oct. 31, 1961	887,859	(15,931)	(1.76)
Oct. 31, 1962	915,099	27,240	3.07
Oct. 31, 1963	963,758	48,659	5.32
Oct. 31, 1964	1,013,124	49,366	5.12
Oct. 31, 1965	1,069,408	56,284	5.56
Oct. 31, 1966	1,135,405	65,997	6.17
Oct. 31, 1967	1,169,746	34,341	3.02
Oct. 31, 1968	1,233,234	63,488	5.43
Oct. 31, 1969	1,285,037	51,803	4.20
Oct. 31, 1970	1,349,176	64,139	4.99
Oct. 31, 1971	1,416,104	66,928	4.96
Nov. 15, 1972	1,481,776	65,672	4.64
Nov. 15, 1973	1,611,281	129,505	8.74
Nov. 15, 1974	1,693,275	81,994	5.09
Nov. 15, 1975	1,745,575	52,300	3.09
Nov. 15, 1976	1,856,130	110,555	6.33
Nov. 15, 1977	1,940,049	83,919	4.52
Nov. 15, 1978	2,001,927	61,878	3.19
Dec. 31, 1979	2,077,030	75,103	3.75
Dec. 31, 1980	2,069,809	(7,221)	(0.35)

VEHICLE CLASSES

Vehicles in the "A," "B," and "C" classes weighing 3,000 pounds and less have shown a steady increase during the past four years. Registrations in these license plate classes have increased from 27.9 per cent in 1977 to 32.1 per cent in 1980. Registrations in the "D" class (3,001-3,500 pound range) continue on an upward trend amounting to 20.1 per cent of the total registrations for the 1979-80 license year. Registrations of vehicles weighing over 3,500 pounds have shown a decrease from 53.4 per cent in 1977 to 47.8 per cent in 1980.

The tabulation below also reveals that the registered load capacity of trucks in the five tons and less range reflects an increase over the past four years. Registrations in the six tons to 10 tons, and the over 10-ton capacity continue on a downward trend.

Passenger Vehicles (vehicle weight)	Percentage of Vehicle Type Totals			
	1976-77	1977-78	1978-79	1979-80
3,000 lbs. and less (A, B, C)	27.9	28.2	29.6	32.1
3,001 lbs. to 3,500 lbs. (D)	18.7	18.6	19.4	20.1
Over 3,500 lbs. (E, F, G)	53.4	53.2	51.0	47.8
Trucks				
(licensed load capacity)				
Five tons and less	91.0	91.3	91.2	91.7
Six tons to 10 tons	3.8	3.6	3.5	3.3
Over 10 tons	5.2	5.1	5.3	5.0
(total trucks)				
Farm trucks	4.6	4.5	4.6	4.7
Special mobile equipment (truck)	.9	.9	.9	.9

VEHICLE REGISTRATION RECEIPTS

The total of \$33,625,753 collected in fees, penalties and postage derived from vehicle and dealer registrations and driver's license activities during the license sales year ended Dec. 31, 1980 was a decrease of 18.87 per cent compared with the prior year.

The large decrease of fee collections is due to the implementation of the staggered renewal system in 1979, whereby registrants were allowed to register in excess of the normal 12-month period.

	License Year		Per Cent Increase (Decrease) 1979-80 Over 1978-79	Per Cent Increase (Decrease) 1978-79 Over 1977-78
	1979-80	1978-79		
Vehicle Registration Receipts:				
Automobiles	\$ 8,191,532	\$11,169,095	(26.66)	63.57
Trucks	13,564,921	15,318,152	(11.45)	26.29
Trailers and semi-trailers	296,073	380,329	(22.15)	32.22
Utility trailers	6,905	36,163	(80.91)	193.77
House trailers	1,410	1,558	(9.50)	5.91
Camper trailers	135,421	153,559	(11.81)	6.77
Buses	76,355	85,010	(10.18)	19.71
School buses	996	7,616	(86.92)	1,152.63
Motorcycles & scooters	38,921	40,911	(4.86)	15.92
Totals	\$22,312,534	\$27,192,393	(17.95)	39.38
Miscellaneous Receipts:				
Dealer demonstrations	\$ 267,235	\$ 309,423	(13.63)	25.51
House trailer transporters	2,011	2,195	(8.38)	5.33
Bus (in lieu license fees)	68,018	72,589	(6.30)	(3.65)
Registration transfers	571,124	828,525	(31.07)	13.29
Title revenue	2,470,215	3,236,515	(23.68)	33.45
Safety fees	3,600,446	5,658,083	(36.37)	38.81
Penalties	134,283	131,324	2.25	82.64
Dealer permits	119,750	119,750	0.00	9.84
Postage reimbursements	94,393	160,768	(41.29)	39.46
Vehicle inspection certificates	1,016,024	1,044,186	(2.70)	17.66
Vehicle inspection licenses	33,220	33,470	(.75)	2.32
Reinstatement fees	127,750	74,775	70.85	(11.51)
Driver's license revenue	2,398,531	1,861,369	28.86	19.02
Beginner's permit revenue	104,865	65,062	61.18	48.80
Provisional driver's license	18,885	20,600	(8.33)	17.78
Identification card revenue	36,884	30,272	21.84	75.47
Miscellaneous revenue	249,585	603,011	(58.61)	40.97
Total	\$11,313,219	\$14,251,917	(20.62)	30.40
Total Fees	\$33,625,753	\$41,444,310	(18.87)	36.16

Passenger vehicles accounted for 73.88 per cent of the total vehicles registered for the license year ended Dec. 31, 1980, and yielded 36.71 per cent of the registration fees collected. Truck registrations amounted to 21.19 per cent and accounted for 60.8 per cent of the fees collected.

OTHER LICENSE ACTIVITIES

Other activities pertaining to vehicle registration are shown in the following tabulation:

	Number of Transactions For License Year		Per Cent Increase (Decrease) 1979-80 Over 1978-79	Per Cent Increase (Decrease) 1978-79 Over 1977-78
	1979-80	1978-79		
Dealer demonstration plates ..	26,733	27,170	(1.61)	10.21
House trailer transporter	332	344	(3.49)	.29
Replacements	7,226	10,193	(29.11)	11.23
Transfers	190,375	276,175	(31.07)	13.29
Duplicate registration cards ..	25,603	26,842	(4.62)	40.20
Totals	250,269	340,724	(26.55)	13.80

DRIVER EXAMINATION AND LICENSING

During the year, 1,008,020 applications were made for driver's licenses, re-examinations, beginner's permits, renewal licenses and permits, and duplicate licenses.

Of these, 200,344 persons applied for driver's licenses; 125,481 applications were approved and 74,863 (37.4 per cent) were rejected. Included in these figures are 15,953 applications for re-examination of drivers whose licenses had been suspended. Also included are 31,396 applications for special restricted licenses, 19,609 of which were approved and 11,787 rejected. (These licenses are issued to persons 15 years of age for driving between 6 a.m. and 6 p.m.)

All applicants were tested for visual acuity and knowledge of traffic rules, regulations and road signs, and were required to demonstrate behind-the-wheel skills (except that 45,626 applicants holding valid out-of-state licenses were exempted from the road test).

Cause of failure for driver's license	Percentages	
	1979-80	1980-81
General knowledge and knowledge of road signs	42.0	32.7
Impaired vision	3.4	3.8
Lack of driving skills	54.6	63.5

Of 158,980 examinations for beginner's permits, 60,389 were approved and 98,591 (62 per cent) were rejected. Also, 77,989 permits were renewed, making a total of 138,378 permits issued for \$2 each.

Cause of failure for beginner's permits	Percentages	
	1979-80	1980-81
General knowledge of rules and signs	96.4	95.4
Impaired vision	3.6	4.6

Of 562,954 renewal license applications, 537,301 were approved and 25,653 rejected. Visual acuity (57 per cent) and knowledge of driving rules and road signs (43 per cent) were leading causes of failure.

There were 17,088 applicants for Class 2 (single unit vehicles in excess of 24,000 pounds) and Class 3 (combination of vehicles in excess of 24,000 pounds) licenses and 19,019 for Class 4 (motorcycle) licenses. Of the 36,107 applicants, 16,782 (46.5 per cent) were rejected.

There were 1,927 of the Class 2 and 3 applicants certified by approved safety officers without a road test being required. Twenty companies and

79 safety officers were certified to participate in the road test waiver program, making a total of 705 companies and 1,314 safety officers certified.

A total of 18,443 identification cards were issued or renewed for a fee of \$2 each. These are valid for five years. A total of 3,782 provisional licenses were issued for a fee of \$5 each. They are valid for not more than six months from the date of issue. Also, 936,802 motor vehicle inquiries were sold for a fee of \$3 each. Total revenues from each of these items amounted to \$2,866,152.

Driver's license personnel conducted 3,459 hearings for drivers whose licenses were suspended under the Point System. These resulted in 2,555 suspensions being rescinded and 979 left in force.

LICENSE WITHDRAWALS

A total of 42,987 drivers had their driving privileges withdrawn. Driving under the influence of intoxicants or drugs was the leading cause, resulting in 19,998 license withdrawals. There were 4,269 suspensions under the Point System, 341 suspensions for reckless driving convictions, and 6,729 suspensions under the Financial Responsibility Act.

In addition, the Department mailed warning letters to 76,643 drivers who had accumulated six or more demerit points.

**SUMMARY OF DRIVER'S LICENSE ACTIVITIES AND
DRIVER IMPROVEMENT
For Year Ended June 30, 1981**

	Approved	Rejected	Total
Regular driver's licenses	105,872	63,076	168,948
Beginner's permits	60,389	98,591	158,980
Renewal driver's licenses	537,301	25,653	562,954
Renewal permits	77,989		77,989
Special restricted	19,609	11,787	31,396
Truck Class 2 & 3	9,092	7,966	17,088
Motorcycle Class 4	10,203	8,816	19,019
Incomplete test			7,337
Change of name, address, etc.			279,010
Identification cards			18,443
Provisional driver's license			3,782
Duplicate driver's licenses			10
Medical re-examinations, including four or more accidents in 24 months			350
Re-exam (voluntary)			56
Total			1,309,255
Classified licensing program			
Companies certified to participate in safety officer program as of June 30, 1981			705
Safety officers as of June 30, 1981			1,314
Driver improvement			
Caution letters	76,643		
Notification letters	6,918		
Total			83,561
Point system suspension rescinded	2,555		
Drivers remaining under suspension	904		
No review requested	3,365		
Total			6,824
Total			1,399,640

MOTOR VEHICLE FINANCIAL RESPONSIBILITY

Automobile liability insurance coverage is compulsory for every motor vehicle subject to registration in this state. The vehicle owner must certify proof of liability coverage for the vehicle at the time of registration and maintain this coverage for the duration of the license year or surrender the vehicle license(s) and registration certificate(s) to the local motor vehicle services office. Under the provisions of the statute, the minimum limits of all liability insurance policies issued in South Carolina are \$15,000/\$30,000/\$5,000 as well as providing uninsured motorist protection.

In accordance with the Act, 157,171 notices of suspension of vehicle license(s), Form FR-4(a), were sent vehicle owners because of liability

insurance cancellations. Of these, 88,744 recertified their proof of insurance. The Department collected \$131,200 in reinstatement fees, which involved 5,248 suspended vehicle registration privileges.

Reports to the Department on 104,986 motor vehicle accidents were filed for accident records and statistical research. The Highway Patrol issued 71,199 notices of requirement for liability insurance verification, Form FR-10. All other law enforcement agencies in conjunction with motor vehicle accident investigations and other routine duties, issued 88,979 Forms FR-10.

The Department collected \$57,145 for requested copies of investigating officer's traffic collision reports. A \$1 fee is charged for each report.

Proof of future financial responsibility must be furnished to the Department and maintained for three years by persons whose driving privileges have been suspended or who have been twice convicted or forfeited bond for driving without a driver's license.

During the year, 25,140 financial responsibility liability insurance certificates (Form SR-22) and 20,957 notices of cancellation (Form SR-26) of such certificates were filed with the Department by liability insurance companies. The Department mailed 7,898 future financial responsibility notices and suspended 1,711 driver's licenses as a result of the failure of operators to maintain proof of future financial responsibility.

Notice of Suspension of Vehicle License(s) — FR-4(a)	
(Liability insurance policy cancellation notices)	157,171
Registration privilege reinstated — Recertification of liability coverage by owner	88,744
Vehicle registration privilege suspension reinstatement fee collected	\$131,200
FR-10 — Notice of requirement for liability insurance verification issued by law enforcement agencies in conjunction with traffic accident investigations and routine performance of duties	160,178
Convictions for operating/allowing the operation of an uninsured motor vehicle	3,732
Convictions for making/presenting a false insurance certificate	39

MOTOR VEHICLE TITLES

South Carolina's Motor Vehicle Title Act was approved by the General Assembly in 1957, and became effective January 1, 1958. During the fiscal year, 753,009 titles and 30,622 duplicates were issued.

Certificates of title are issued to motor vehicle owners only after applications are approved and sufficient proof of ownership is submitted. Titles afford permanent records of ownership and provide a workable central lien-recording device for banks and lending agencies engaged in financing motor vehicles or in accepting them as collateral for loans. The Department's central file of certificates of title is the sole recording place for liens on vehicles required to be registered and licensed. Certificates of title are mailed to the first lienholder of record.

Owners of vehicles less than five years old being sold as wreckage or salvage are required to mail or deliver the certificates of title, license tags, registration cards, and manufacturer's serial plates to the Department for cancellation.

Owners of vehicles more than five years old being disposed of as wreckage or salvage are required to forward their certificates of title. This provision is designed to prevent the use of wrecked or salvaged vehicles' identification on stolen or converted vehicles.

The South Carolina General Assembly enacted an Odometer Mileage Law in 1980, which became effective on Jan. 1, 1981. This requires odometer mileage readings to be recorded on all certificates of title issued by the Department, as a deterrent to odometer mileage rollback and protection for the consumer.

MOTOR VEHICLE TITLES BY FISCAL YEARS

Fiscal Year	Titles	Duplicates
1958*	163,455	189
1958-59	402,811	6,472
1959-60	437,798	15,676
1960-61	419,743	18,867
1961-62	409,891	20,518
1962-63	460,937	11,853
1963-64	456,968	18,720
1964-65	485,303	16,569
1965-66	522,035	14,659
1966-67	515,338	16,482
1967-68	527,719	18,765
1968-69	566,125	19,034
1969-70	571,359	20,452
1970-71	586,221	19,302
1971-72	672,544	22,992
1972-73	746,149	21,162
1973-74	717,026	22,312
1974-75	676,050	23,236
1975-76	764,350	25,967
1976-77	836,635	30,852
1977-78	834,420	26,624
1978-79	858,116	27,655
1979-80	772,072	28,966
1980-81	753,009	30,622

* Jan. 1, 1958-June 30, 1958

MOTOR VEHICLE INSPECTION

Annual motor vehicle inspections totaled 2,055,779 during the fiscal year. This compared with 2,015,268 during the previous fiscal year.

Eighty per cent of the vehicles passed without any repairs or adjustments being made by the inspection stations. Some repair or adjustment was required for 20 per cent of the vehicles to pass inspection and 0.3 per cent of these vehicles never returned to an inspection station for reinspection, indicating removal of these vehicles from the road. It is reasonable to assume a portion of the vehicles passing without any repairs or adjustments did, in fact, have some repairs or adjustments made to them in preparation for the inspection.

The average cost of repairs made by inspection stations during the fiscal year was \$1.94 per vehicle compared with \$1.83 per vehicle for the previous fiscal year.

On June 30, there were 3,126 licensed inspection stations in the state. The licenses of 302 stations were suspended for a period of 30 days or more during the year because of violations of laws and regulations; the licenses of 35 stations were revoked; 216 stations were placed on probation, and 102 written complaints were received, investigated and appropriate action taken. A total of 317 inspection stations were checked with an undercover vehicle to determine the quality of the inspections conducted. Also, 68 arrest warrants were signed by Department personnel and prosecution was concluded for administrative violations.

Safety equipment required to be inspected under the current program includes brakes, lights, horn, steering mechanism, windshield wipers, directional signals, tires, exhaust system and glass.

During fiscal year 1980-81, the Highway Patrol made 21,656 cases for violations of the Motor Vehicle Inspection Law.

The fee for inspecting a vehicle and issuing a certificate of approval is \$3, with \$2.50 retained by the inspection station and 50 cents for each inspection certificate issued going to the Department.

HIGHWAY SAFETY PROGRAM

The highway safety office is responsible for assuring compliance with the state's comprehensive highway safety program governed by the 1966 Federal Highway Safety Act and subsequent acts.

The Department's Highway Safety Committee, composed of top-level officials and key personnel of the Department, meets bi-monthly to establish policies and to assist and direct the overall highway safety program. The Department's secretary-treasurer is chairman of the committee, the state highway engineer is co-chairman and the deputy state highway engineer is vice-chairman.

The director of highway safety serves as executive secretary of the committee and heads the highway safety office, which co-ordinates the unified highway safety efforts of all divisions of the Department and the operation of the Department's traffic records system, traffic safety education section and accident research section.

A computerized traffic records system, a responsibility of the assistant director, provides guidance in developing, monitoring and managing the state's highway safety program.

A continuing program of safety education is conducted by the traffic safety education section, composed of uniformed Highway Patrol officers supervised by a Patrol captain. Traffic safety information is communicated to the public through the media.

The highway safety office implements special highway safety projects conforming to the National Highway Safety Standards and secures federal funds for their financing.

During the year, expenditures of the highway safety office totaled \$552,075. Federal funds for highway safety projects totaled \$500,630 and \$731,987 in federal reimbursements were received during the year.

TRAFFIC RECORDS SYSTEM

The automated traffic records system furnishes information to state and political subdivision agencies for use in planning and administering their portion of the state's highway safety program. The objective of the system is to define problems and evaluate possible solutions in all areas of highway safety.

Utilizing the Department's computer system, the data related to the driver, vehicle and highway is collected and stored as a part of the system for subsequent retrieval and correlation with traffic collision data. Collision data generated from thousands of collision reports submitted by state, city and county police agencies to the Department as required by law is processed for rapid entry into the system via on-line computer terminal.

Information related to drivers and vehicles is almost instantaneously available to all MVD licensing offices and Highway Patrol communication centers through video terminals and to sheriff's offices and police departments in the state by the interfacing of the Department's computer system and SLED's computer-teletype system through a computer-switching mechanism. Current collision data is furnished to appropriate state and political subdivision agencies for identifying problem areas and evaluation programs aimed at reducing the number and severity of traffic collisions.

TRAFFIC SAFETY EDUCATION

The traffic safety education section of the highway safety office is responsible for statewide traffic safety instruction and other related information. Specially trained Highway Patrol officers present safety lectures, hold conferences, maintain safety displays and provide counseling to persons of all ages, using films, other visual aids, printed materials and portable mechanical safety belt "convincers."

During the year, these officers gave 821 safety presentations to audiences totaling 76,497 persons, showing 500 films in conjunction with their speeches. Films were loaned 3,615 times and shown to a total of 89,930 persons, and a total of 425,628 free leaflets, 14,500 driver's handbooks and 2,500 packets of safety materials were distributed.

The section licenses and inspects the operation of all commercial driver training schools in the state. During the year, permits were issued to 33 commercial schools and to 50 instructors. Private and parochial schools were issued 10 instructor's permits and public high school teachers were issued 228 instructor's permits.

Seventeen television spots and 24 radio spots were produced and distributed statewide and staff members participated in numerous radio and television talk shows.

"The Convincer," the safety belt demonstration device, appeared at shopping malls, fairs, high schools and industrial plants statewide.

A two-day traffic safety education seminar was conducted at the Carolina Inn in Columbia, providing 150 state, county and municipal law enforcement officers with public speaking information relating to traffic safety.

Staff members judged statewide truck, car, and bicycle rodeos, and advised civic clubs, churches, industrial plants, schools, political subdivisions and others how to implement and improve traffic safety programs.

ACCIDENT RESEARCH

The traffic records system collects and stores highway traffic collision data for use in federal, state and local improvement projects and programs, for research studies, and for regular statistical tabulations. Constant research has as its goal factual data which can be effective in the continuous efforts of reducing the number and severity of traffic collisions. The demand for accident research data has increased greatly in recent years because of requirements of federal, state and community highway safety programs. Additional in-depth collision data is supplied on a contract basis to federal agencies for programs such as the Fatal Accident Reporting System (FARS) and the National Accident Sampling System (NASS).

The system is designed to routinely search for high accident locations and identify those which are hazardous, based on number and severity of accidents and on traffic volumes. As these locations are detected, they are brought to the attention of the appropriate officials for engineering investigation, selective traffic enforcement and/or education.

Upon request by traffic engineers, city planners, police agencies and others, the system produces pertinent collision data for conducting accident research studies at specific locations throughout the state. Biannually political subdivision (PSD) accident tables are produced for all cities and towns with greater than 2,500 population for use by engineering, enforcement and traffic safety education personnel statewide.

Comparative motor vehicle traffic collision data is listed below:

	1980	1979	Change
Total collisions	91,016	97,394	-6.5 per cent
Traffic fatalities . . .	859	900	-4.6 per cent
Mileage death rate	3.8	3.7	+2.7 per cent
Economic loss	\$340 million	\$330 million	+ 10 million

Detailed information on 1980 traffic collisions, deaths and injuries appear in *South Carolina Traffic Accidents*, a publication prepared by the office.

**SOUTH CAROLINA
MOTOR VEHICLE TRAFFIC ACCIDENTS
ESTIMATED ECONOMIC LOSS
1978-79-80**

County	Estimated Economic Loss		
	1978	1979	1980
Abbeville	\$ 1,900,000	\$ 1,400,000	\$ 1,400,000
Aiken	9,800,000	9,900,000	7,600,000
Allendale	1,800,000	500,000	1,000,000
Anderson	10,100,000	13,700,000	16,700,000
Bamberg	1,000,000	1,100,000	1,800,000
Barnwell	1,100,000	2,300,000	1,400,000
Beaufort	5,500,000	7,700,000	7,800,000
Berkeley	7,900,000	8,200,000	8,700,000
Calhoun	1,100,000	1,200,000	2,500,000
Charleston	34,400,000	37,600,000	37,400,000
Cherokee	5,000,000	5,400,000	4,600,000
Chester	2,800,000	3,700,000	3,800,000
Chesterfield	2,900,000	5,300,000	5,100,000
Clarendon	2,700,000	2,500,000	1,900,000
Colleton	3,900,000	7,400,000	4,600,000
Darlington	6,900,000	7,600,000	6,300,000
Dillon	4,200,000	3,700,000	4,300,000
Dorchester	5,200,000	6,600,000	6,600,000
Edgefield	1,400,000	2,200,000	2,200,000
Fairfield	4,500,000	2,400,000	2,300,000
Florence	13,000,000	8,300,000	11,100,000
Georgetown	4,500,000	5,500,000	4,700,000
Greenville	24,700,000	28,100,000	29,000,000
Greenwood	5,000,000	6,300,000	5,100,000
Hampton	1,300,000	2,000,000	900,000
Horry	14,900,000	13,900,000	18,300,000
Jasper	2,700,000	3,400,000	3,500,000
Kershaw	3,600,000	3,700,000	3,800,000
Lancaster	5,100,000	7,800,000	5,900,000
Laurens	4,000,000	3,600,000	6,400,000
Lee	1,600,000	1,400,000	1,800,000
Lexington	11,400,000	12,100,000	13,000,000
McCormick	600,000	1,400,000	900,000
Marion	3,000,000	2,900,000	4,400,000
Marlboro	3,200,000	2,400,000	3,300,000
Newberry	2,800,000	3,300,000	3,000,000
Oconee	4,200,000	2,300,000	5,300,000
Orangeburg	10,100,000	8,500,000	10,300,000
Pickens	4,700,000	5,300,000	5,600,000
Richland	30,200,000	30,400,000	29,100,000
Saluda	800,000	1,700,000	1,100,000
Spartanburg	19,400,000	19,100,000	20,600,000
Sumter	6,600,000	8,300,000	7,800,000
Union	3,300,000	3,400,000	2,900,000
Williamsburg	4,500,000	2,700,000	3,400,000
York	10,700,000	11,800,000	10,800,000
Total	\$310,000,000	\$330,000,000	\$340,000,000

CIVIL RIGHTS

The civil rights section is responsible for assuring compliance with various equal opportunity regulations both internally and externally.

Specifically, it assures compliance with provisions under Section 22(a) of the Federal Aid Highway Act of 1968, Title 49 CFR Part 23 regarding Minority Business Enterprise participation in DOT assisted programs, Titles VI, VII and VIII of the Civil Rights Act of 1964, and the S. C. Human Affairs Law of 1972, as amended.

During the year, the section conducted Equal Employment Opportunity (EEO) reviews on 20 contractors. These contractors showed a willingness to correct problems where noted in their EEO programs. No show-cause notices for non-compliance were required.

Employment reports for the month ended July 31, 1980 (the only peak employment data available at this time) showed that approximately 87 federal aid projects were subject to the EEO provisions. These projects cost approximately \$163.5 million and employed 1,927 persons, of whom 944 (48.9 per cent) were minority and 41 (2.13 per cent) were female.

The Department has fully implemented its Minority Business Enterprise (MBE) program developed during 1980 in compliance with Part 23 of Title 49 Code of Federal Regulations.

MBE activities increased significantly after the issuance of regulations which required that the Department develop an MBE plan and establish overall and specific MBE goals on federally-assisted highway projects.

As of June 30, 1980, minority businesses had received \$213,500 in contracts and/or subcontracts which represented 0.63 per cent of approximately \$34 million in federal aid funds obligated. As of June 30, 1981, MBEs had been authorized to perform in excess of \$2.5 million worth of work.

Title VI is a separate and distinct section of the Civil Rights Act of 1964 and the Department implements procedures to comply with this law. The Department's Title VI Manual outlines policy and procedure for the various program areas where Title VI applies.

Through the Title VI program, the Department monitors and evaluates the Affirmative Action and Equal Employment Opportunity practices of outside firms who have contracts for research and consulting work. Technical support is furnished to consultants as well as to program areas involved in pre-construction activities. In addition, technical assistance has been furnished to other states, particularly in the Southeast, in regard to Title VI compliance.

A formal Title VI complaint was received from a property owner, and using the established procedures in the manual, the case was closed to the satisfaction of the property owner.

Monitoring of Departmental activities to assure compliance with Title VI continues as an ongoing program of the civil rights section.

The Department has continued to be innovative in the administration of its employment program during the fiscal year. In an attempt to assure that minority group persons, including females, have the maximum opportunity to take advantage of the new promotions policy installed last year, the Department's Affirmative Action officer has closely monitored its implementation.

DAMAGE CLAIMS

Each year, numerous damage claims and lawsuits are entered against the Department for alleged losses and damages resulting from defects in highways, negligent operation of Department vehicles, and damages resulting from highway construction projects and other causes. As a result, the Department paid during the year a total of \$363,485 in claims, judgments and settlements resulting from suits.

Expenditures by the Department for damage claims and suits during the past 10 years were as follows:

1971-72	\$288,474
1972-73	\$275,636
1973-74	\$274,434
1974-75	\$239,897
1975-76	\$298,493
1976-77	\$421,756
1977-78	\$288,303
1978-79	\$420,133
1979-80	\$372,525
1980-81	\$363,485

Listed below is a summary of damage claims and lawsuits paid during the year compared with payments made the preceding year:

	1979-80	1980-81
Defects and negligent repair		
of highways	\$130,386	\$145,494
Negligent operation of vehicles ...	225,384	216,545
Construction of highways	16,755	1,446
Total	\$372,525	\$363,485

The South Carolina Governmental Motor Vehicle Tort Claims Act (Section 15-77-210, 1976 Code of Laws) authorizes persons sustaining injury because of the negligent operation of any motor vehicle being

operated by an employe of a governmental entity on official business to recover actual damages sustained not to exceed \$15,000 for personal injury or death and \$5,000 for property loss. The total amount recoverable from any one accident is limited to \$5,000 for property damage and \$30,000 for personal injury or death.

Section 57-5-1810 of the 1976 Code authorizes persons sustaining injury because of negligent repair of any state highway to file maintenance damage claims. The amount recoverable under this code section is limited to \$3,000 for property damage and \$8,000 for personal injury or death.

Claims filed against the Department are carefully and thoroughly investigated by a representative of the claims office, and the results of such investigations determine the final disposition as to approval or disapproval. Claims resulting in lawsuits also are investigated and forwarded with reports to the office of the Attorney General for appropriate action to protect the interests of the Department.

As of June 30, there were against the Department 73 damage claims totaling \$1,218,483 remaining under investigation. There were 487 suits, totaling \$35,276,053, outstanding against the Department for which no action has been taken by the Attorney General.

The Department also collected from others who were responsible for damages to Department equipment and property, and for personal injuries. During the year, the Department collected \$420,227 for damages to mobile equipment, bridges, and other facilities, and for personal injuries. Included in this figure are amounts collected under subrogation rights in cases involving workmen's compensation. The 699 claims collected during the year compared with 732 the previous year.

Following is a comparative summary of recoveries made during the past three years:

Item	1978-79	1979-80	1980-81
Bridge damage	\$ 72,638	\$104,339	\$ 53,592
Vehicle damage	111,989	113,671	96,783
Workmen's compensation .	47,706	43,535	71,939
Damage to other facilities .	83,927	131,861	197,913
Total	\$316,260	\$393,406	\$420,227

WORKMEN'S COMPENSATION

Under the authority of the provisions of Title 42-1-10 of the 1976 Code of Laws, the Department paid \$796,499 for the benefit of employes accidentally injured on their jobs, a decrease of \$204,518 from the amount paid during the previous year.

Here is a summary of these benefits:

Doctors' and nurses' fees	\$ 89,493
Hospital expenses	129,499
Lost time from temporary disability	344,026
Specific loss — limbs and disfigurement	165,346
Death benefits	<u>68,135</u>
Total	\$796,499

Total workmen's compensation payments made during the year amounted to \$1.40 per \$100 of the Department's payroll, compared with \$1.20 for the previous year. This cost compared favorably with the estimated premium rate of about \$1.95 per \$100 payroll, had workmen's compensation insurance been purchased.

The Department processed 856 claims involving employees receiving job injuries for which benefits were claimed.

Injured employees were paid for time lost from their jobs at the rate of 66% per cent of their average weekly wages, with \$216 per week as the maximum amount. All doctor and hospital bills resulting from accidents were paid in full by the Department. The best medical treatment available within the state was afforded in each case in an effort by the Department to see that every person injured on the job suffered as little permanent injury as possible.

When an accident resulted in permanent injury to arm, hand, finger, leg, foot, eye, or the loss of any internal organ of the body, payments under a scale set by law were made to compensate the employee for his loss. If the resulting permanent injury was general in nature and the employee returned to his job at the same salary, he was entitled to payment for the time lost only, plus doctor and hospital expenses.

Any employee who suffered serious bodily disfigurement as a result of a job accident was paid a lump sum to compensate him for such disfigurement. All such claimants were viewed by an industrial commissioner, and a fair and lawful sum of money was set in each case by the commissioner.

Each claim for workmen's compensation benefits was thoroughly reviewed or investigated by the Department. Benefits were paid without delay and with the least amount of trouble possible to the employee when the claim was found valid. When a review or investigation resulted in findings that benefits were not due, the services of the office of the Attorney General were obtained in defending against such claims before the Industrial Commission.

All payments made from the State Highway Fund for workmen's compensation purposes received prior approval of the Industrial Commission, and all settlements made by the Department with injured

employees were approved by both the Industrial Commission and the office of the Attorney General.

NON-RESIDENT SUITS

During the year, the Department processed 551 cases in which the chief commissioner accepted service of the summonses and complaints as lawful attorney for the non-resident defendants in accordance with the provisions of Section 15-9-370 of the 1976 Code of Laws of South Carolina.

BEACH EROSION CONTROL

No additional funds were appropriated by the legislature for beach erosion control. However, the Department participated in a project to repair groins and construct revetments on a portion of Folly Beach.

This project was part of an overall plan requested by the city of Folly Beach to control severe erosion taking place on the shoreline. This plan was approved by the S. C. Coastal Council and funds were granted on a 90 per cent state, 10 per cent local match. The Department did inspection, engineering and administrative work for this project.

BEACH EROSION APPROPRIATIONS

Summary of Appropriations

1. General — 1948-78	\$4,054,200*
2. Research program — 1964-66	35,000
3. Hunting Island — special	
1965-66	\$136,000
1967-68	38,578**
1970-71	121,000
1973-74	133,000***
	428,578
4. Beach erosion and inlet stabilization 1966-67	10,000
5. Groin repair (Folly and Edisto beaches and Pawleys Island) 1976-77 ...	125,000
Grand Total	<u>\$4,652,778</u>

* Includes \$1,295,000 — Capital Improvement Bond Acts of 1971-74.

** Includes advance of \$18,578 from Beaufort County.

*** Advance of \$133,000 from Parks, Recreation and Tourism.

NOTE: The above appropriations do not include beach erosion funds for direct disbursement by the Department of Parks, Recreation and Tourism and the Coastal Council.

INTERAGENCY COUNCIL ON PUBLIC TRANSPORTATION

Established within the Department by the General Assembly in 1977, the Interagency Council on Public Transportation advises the Department and the General Assembly on matters relating to public transportation and reviews and recommends actions on all project applications and pre-applications submitted by state and local agencies seeking state and federal funding assistance for public transportation projects.

The Council was composed originally of 18 members representing state and local agencies and organizations involved in public transportation activities. Three additional members were added in 1981: the chairmen of the Senate Transportation Committee and the House Education and Public Works Committee and the commissioner of the State Department of Mental Retardation. The council meets quarterly, with special meetings as necessary. The chief commissioner of the Department of Highways and Public Transportation is chairman.

The Department employs an executive assistant to the Council who performs administrative and supervisory responsibilities relating to the development, implementation and coordination of various public transportation projects.

The Council is supported by appropriations from the state general fund and by federal funding. Following is a summary of the Council's activities for the two past fiscal years:

1979-80

- Continued the Santee-Lynches pilot project which was developed and implemented in fiscal year 1978-79 to test the feasibility of coordinating and consolidating the delivery of public transit and human services transportation in Clarendon, Kershaw, Lee and Sumter counties.
- Established and administered two revolving funds for transportation providers in order to relieve their cash flow problems.
- Sponsored the state's first conference and workshops on ridesharing.
- Established two vanpooling demonstration projects in the Charleston and Columbia areas.

1980-81

- Developed a State Transportation Assistance Program (STAP) allowing for capital equipment assistance and technical assistance to local agencies, and providing technical assistance for ridesharing projects.
- Selected a consulting firm to begin evaluation of the Santee-Lynches pilot project.

- Sponsored a comprehensive public transportation study and appraisal of "brokerage" transportation underway in the Greenville area.

The following project objectives will be undertaken during Fiscal Year 1982:

- Provide capital equipment assistance and technical assistance through STAP to transit and human services agencies in 12 counties.

- Provide technical assistance, also through STAP, to a human services demonstration project sponsored by the State Reorganization Commission.

- Provide technical assistance statewide for ridesharing projects.

- Complete the Santee-Lynches pilot project.

- Act on the findings from the Greenville public transportation study and from the Santee-Lynches pilot project evaluation.

- Develop and recommend a uniform state transportation plan.

PUBLIC INFORMATION

The public relations section continued its efforts to improve understanding by the public and employees of the Department's programs, activities and concerns by carrying out a comprehensive public relations and public information program.

Working closely with news media, this section disseminated news and other information by issuing almost 350 news releases of either state or local interest to newspapers and radio and television stations, answering numerous media inquiries, and arranging interviews with appropriate news sources within the Department.

"Transportation Talks", the Department's weekly radio program prepared by the public relations staff, was used by about 40 stations in either 15-minute or five-minute format, and public service announcements were also prepared for both radio and television. The 24-hour-a-day telephone service, "Newsline", was used to provide voice actualities to electronic media, and expanded to make available 90-second news clips.

Four three-minute videotape newsclips and two 60-second safety spots were prepared by the office and made available to 24 television stations. In addition, 16 videotapes of varying lengths were produced to relate the Department's financial situation to members of the legislature, and a 28-minute program was produced and furnished to television stations in six different coverage areas across the state.

The bi-monthly employee magazine, "Carolina Highways", continued, including a special issue on the 50th anniversary of the South Carolina Highway Patrol. The section also published the state primary highway map, featuring the "Great Towns" theme, in coordination with the mapping section and the state's Development Board.

Several emphasis programs on highway user subjects employed thousands of leaflets, posters, and other printed pieces. One of the most extensive of these was Family Safety Belt Month in September in which large quantities of posters were distributed throughout the state with the help of the Patrol, a videotape spot was furnished to television stations, audio tapes to radio stations, and various printed pieces to newspapers.

The section was also a participant in the Department's exhibit at the State Fair, which highlighted the 50th anniversary of the Highway Patrol, and conducted a number of road and bridge dedications.

The Department also participated in National Transportation Week in May.

The office distributed promotional materials of the U. S. Savings Bonds program, and headed the campaigns of the United Way, the Good Health Appeal, and Red Cross Blood Bank within the Department.

FUTURE NEEDS
as of June 30, 1981

FUTURE NEEDS

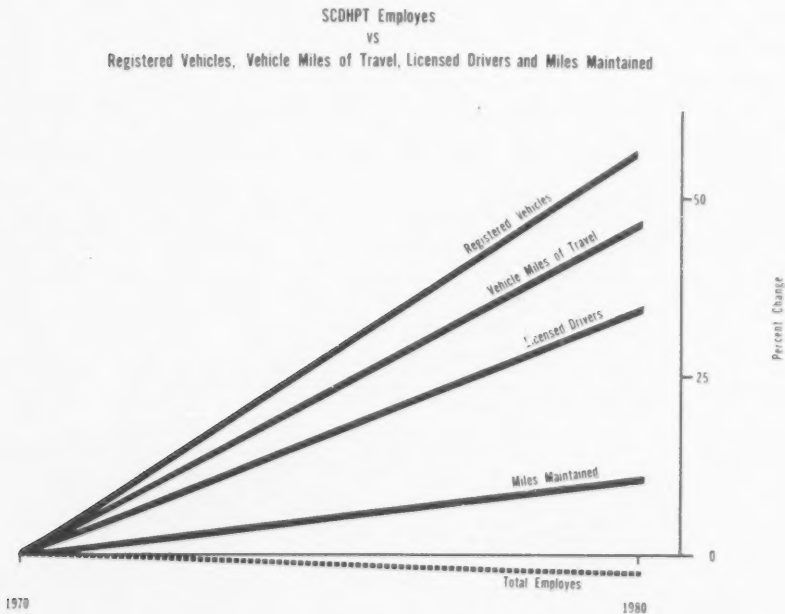
The South Carolina Department of Highways and Public Transportation provides those services for the state mandated by the General Assembly, and subject to its review. All of the agency's responsibilities, some more directly than others, relate to the Department's chief responsibility to provide an adequate highway system to serve the motor-ing public in a safe and efficient manner.

Future needs fall into several principal areas. Chief of these is en-gineering, whose role is maintenance, rehabilitation and construction of the system itself. It follows that the largest needs by dollar volume will be within engineering: for preserving the system; for upgrading the existing system, based on traffic and safety, and for justified new con-struction.

The other needs relate to (1) the Highway Patrol's responsibility to enforce the traffic laws and (2) the Motor Vehicle Division's responsibil-ity to adminster and enforce the laws affecting drivers and vehicles.

Needs are not tailored to revenues available, rather they are based on a continuing monitoring to determine what deficiencies exist in any area of service. The General Assembly determines how far it wishes to go toward financing these needs.

Figure A



Between 1971 and 1981, the Department reduced its number of employes, although substantial increases occurred in vehicles and drivers registered, in miles added to the system for maintenance and traffic law enforcement, and in miles of travel (as shown in Figure A).

The needs of the Department as of June 30, 1981 are as follows:

Engineering

A late 1980 deficiency study found that \$2.6 billion would be needed to bring the state highway system (excluding the Interstate system) up to the minimum structural and design standards of the American Association of State Highway and Transportation Officials. Although all of these needs, shown in Table A, are valid and should be met, attempting to do so within the foreseeable future under present economic conditions is unrealistic. However, SCDHPT should attempt to meet the most critical needs with the following minimum program:

Preservation of System

This is the agency's No. 1 objective. On the average, roads in the state primary system need to be resurfaced every 15 years and those in the state secondary system every 25 years. A minimum of \$40 million is needed yearly for resurfacing. Table A shows that the existing, unmet resurfacing needs in late 1981 were \$165 million.

As provided by statute, the revenues earmarked for the "C" program can be used for rehabilitation and resurfacing of existing state secondary roads as well as for paving additional mileage. A number of legislative delegations have begun to use "C" funds for rehabilitation and this trend should be encouraged.

Maintenance of the 39,435-mile state highway system is being performed by a force that is far short of the 3,512 employees regarded as necessary to provide an acceptable level of service. The 1982 budget provides for 3,297 maintenance workers, but 186 positions were unfilled as the new year began. If the Department criterion of one maintenance worker to every 10 miles of road were applied, the shortage would be over 600.

The maintenance equipment fleet — trucks, motor graders, mowers, loaders, etc. — continues to deteriorate. Based on rated service life, \$36.7 million would be needed to replace old and obsolete equipment, while the budget for 1982 provides only \$2.9 million and the 1983 budget only \$3.2 million for replacement equipment. This budget category should be doubled or tripled.

New maintenance shops are needed at Charleston, Columbia, Chester and Conway; new section sheds in Greenville, Dorchester (Summerville), Lancaster (Van Wyck), Horry (Green Sea) and Richland (Baldentine) counties, and a truck shed at Allendale. Energy-saving improvements, such as insulation and storm doors and windows, are needed at all facilities.

Upgrading Existing System

There are many miles of existing highways — on the primary as well as the secondary system — that need to be upgraded to improve safety, reduce congestion and save operating costs. Upgrading includes adding lanes to provide additional capacity; the widening or replacing of 1,055 deficient bridges; improving horizontal and vertical alignments; intersection and other spot safety improvements, and improvements in traffic signalization (particularly with the aim of conserving energy).

New Primary Highway Construction

Completing the Interstate and other key links in the primary highway system is an important priority. The time for building new highways on new location has essentially passed and the few that will be built on new

location will be those which afford the only feasible relief for existing, severely overloaded sections.

Match Available Federal Aid

Including the June 30, 1981 carryover, South Carolina should have a total of about \$559 million in federal aid through fiscal year 1985, which would require about \$125 million state match for a total of \$684 million. Since \$258 million is earmarked for the Interstate system, \$426 million is anticipated to be available to help overcome the most critical of the \$2.6 billion identified deficiencies. Except for the "C" program, this federal aid work constitutes the Department's entire construction effort at present.

How many of the existing needs can be met will depend (1) on the amount of state match the Department will have available and (2) on federal funding levels.

100% State Construction

Section 12-27-400 South Carolina Code of Laws provides that 2.16 cents of the 11-cent gasoline tax, the rate since Oct. 1, 1980, be used for the state secondary ("C") program. Since less than 16,000 miles of the state's more than 39,000-mile system is on a federal aid system and since some types of improvements even on a federal aid system are not eligible for federal aid, a 100 per cent state program is needed in addition to the "C" program.

Many vital improvements not qualifying for federal aid, including upgrading existing roads, providing sidewalks near schools and in high population density areas, and access to new industries, could be financed out of a \$5 million 100 per cent state program in addition to the "C" program.

Highway Patrol

With 80 fewer patrolmen than in September 1979 (when the most recent Patrol school was conducted), the Highway Patrol must patrol the nearly 34,000 miles of state highways which are outside municipalities. The 1982 budget provides for 789 uniformed personnel, but 56 of these positions were vacant as of June 30. An entire Patrol school class and at least 25 additional patrolmen are needed to carry out the Patrol's traffic law enforcement mission.

Additional miles of Interstate highways and 24-hour patrolling have aggravated the personnel shortage. In addition such responsibilities as administering breathalyzer tests and participation in nuclear disaster preparedness exercises add to the work load.

Building needs are extensive at both the district and local levels. All district offices are overcrowded and inadequate except for the one in the

Chester district. The worst conditions are in the Greenville and Florence districts.

Motor Vehicle Division

The Motor Vehicle Division in particular is affected by the increase in drivers and vehicles (see Figure A). It must provide adequate service facilities throughout the state where citizens can be served efficiently, in reasonable comfort. This requires adequate personnel, supervision and technical equipment in addition to adequate buildings.

The 1982 budget provides for 845 employe slots, of which 34 were vacant at the beginning of the new fiscal year. The 1983 budget provides for the same number.

This number of employes appears to be adequate except for those required to staff new facilities; for an estimated 10-15 driver license examiners throughout the state to accommodate the increased number of drivers requiring licensing, and for about 20 vehicle services personnel considered minimal to reach adequate levels of service in the issuance of licenses under the staggered license program. Several inspectors will be required if a dealer registration law is enacted.

Immediate physical plant needs include Myrtle Beach, Summerville, Orangeburg, Greenwood, Walterboro, Ridgeland, Kingstree and Gaffney. Charleston, Columbia (both Shop Road and Dentsville) and Georgetown will require capital expenditures soon.

Public Transportation

Continued efforts will be made, working with the appropriate committees of the General Assembly, the governor's office and broad representation on both the Commission and the Interagency Council on Public Transportation, to pinpoint, define and implement realistic and achievable public transportation goals for the state.

The General Assembly already has pending before it legislation that will clarify the Department's role in public transportation matters. Both the Department and Commission urge that this legislation be enacted without delay.

The section on Interagency Council on Public Transportation, beginning on page 60, reports on present and continuing public transportation projects.

THE OVERRIDING NEED

The Department's overriding need is a source of revenue that responds to increasing costs, rather than cents per gallon or dollars per vehicle. A variety of approaches have been taken by other states to make the tax on motor fuel relate more directly to the cost of fuel, costs of construction, or other economic indicators.

FINANCIAL AND STATISTICAL STATEMENTS

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TABLE I
COMPARATIVE BALANCE SHEET
June 30, 1981-June 30, 1980

ASSETS	1981	1980	Per Cent Increase (Decrease)
Current Assets			
Cash			
State Highway Fund	\$ 46,109,925.46	\$ 24,593,024.15	87.5
Revolving Fund	1,042,096.24	1,856,730.42	(43.9)
Working Fund	1.40	24,218.87	
	\$ 47,152,023.10	\$ 26,473,973.44	78.1
Cash Items			
Revolving Fund	\$ 14,365.00	\$ 14,550.00	(1.3)
Receivables			
Accounts Receivable	\$ 2,708,027.30	\$ 2,665,288.30	1.6
Grants-In-Aid Receivable — Federal	8,801,665.15	21,090,624.43	(58.3)
Grants-In-Aid Receivable — County and Municipal	540,285.00	580,451.55	(6.9)
Grants-In-Aid Receivable — Other	100,910.23		
Working Fund Receivable	66,814.19	112,199.80	(40.5)
Revolving Fund Receivable	43,538.76	24,017.71	81.3
	\$ 12,261,240.63	\$ 24,472,581.79	(49.9)
Inventories			
General Materials and Supplies	\$ 1,558,619.77	\$ 1,458,356.68	6.9
Office Supplies	232,299.48	196,490.35	18.2
Materials & Supplies — Equipment Repair Shops & Service Centers	5,712,973.38	5,096,991.97	12.1
	\$ 7,503,892.63	\$ 6,751,839.00	11.1
Total Current Assets	\$ 66,931,521.36	\$ 57,712,944.23	16.0
Special Fund Assets			
Cash			
Beach Erosion Fund	\$ 8,799.73	\$ 668.13	
Trust Funds	1,002,883.11	1,110,036.11	(9.7)
Special Deposits Fund	2,493,882.12	3,645,925.46	(31.6)
Special Deposits — Securities	47,173.56	43,973.56	7.3
Total Special Fund Assets	\$ 3,552,738.52	\$ 4,800,603.26	(26.0)
Deferred Assets			
Prepaid License Plates	\$	\$ 905,648.00	
Prepaid Leases	97,058.20	100,091.27	(3.0)
Refundable Deposits		226.65	
Prepaid Insurance	5,194.00	2,253.47	130.5
Prepaid Postage	131,757.11	139,216.60	(5.4)
Fuel Tax Deposits	95,925.00		
Undistributed Charges			
Office & Engineering Supplies		34,760	
Other Undistributed Charges	135,510.71	107,112.42	26.5
Equipment Rental	586,054.80	493,357.29	18.8
Data Processing	135,533.99	185,668.31	(27.0)
Equipment Depot Expense	45,692.77	13,590.25	236.2
Gasoline Cost Additive	432,626.16	113,458.96	281.3
Total Deferred Assets	\$ 1,665,352.74	\$ 2,085,383.81	(20.5)
Contingent Assets (Contra)			
Unobligated Federal Aid Apportionments ..	\$ 184,684,219.82	\$ 135,318,702.12	36.5
Agreements			
Unearned Federal Aid Construction	102,425,629.92	109,726,509.34	(6.7)
Unearned Other Participation	437,358.31	588,363.49	(25.7)
Total Contingent Assets	\$ 287,547,208.05	\$ 245,633,574.95	17.1

TABLE A
SUMMARY OF STATE HIGHWAY SYSTEM NEEDS^(a)
(Dollars in Millions)

Need or Deficiency	State Primary		State Secondary		Total State System	
	Quantity	Cost	Quantity	Cost	Quantity	Cost
Critical Resurfacing Needs	1,582 miles	\$ 79	4,145 miles	\$ 86	5,727 miles	\$ 165
Substandard Bridges	(No.)		(No.)		(No.)	
Functionally obsolete	165	79	479	108	644	187
Structurally deficient	18	110	393	89	411	199
Subtotal bridges	183	189	872	197	1,055	386
Narrow Pavements	(miles)		(miles)		(miles)	
Two-lane	2,260	310	8,917	927	11,177	1,237
Multi-lane ^(b)	111	27	27	9	138	36
Two-lane needing multi-lane	520	201	103	52	623	253
Subtotal pavements	2,891	538	9,047	988	11,938	1,526
Narrow Shoulders	1,919	150	1,872	119	3,791	278
New Roadways ^(b)						
Two-lane	76	85	0	0	76	85
Multi-lane	46	160	0	0	46	160
Subtotal new roadways	122	245	0	0	122	245
Traffic Operation and Spot Safety	—	14	—	3	—	17
Total needs		\$1,224		\$1,393		\$2,617

NOTES:

- (a) Needs as of Dec. 31, 1980, using road inventory and traffic as of that date and 1979 prices. Interstate needs not included.
- (b) New roadways included only when they are only feasible relief for existing, severely overloaded sections.

TABLE 1 — Continued
COMPARATIVE BALANCE SHEET
June 30, 1981-June 30, 1980

ASSETS	1981	1980	Per Cent Increase (Decrease)
Fixed Assets			
Equipment			
Road Machinery and Automotive	\$ 50,454,900.37	\$ 46,941,605.58	7.5
Less — Provision For Depreciation	1,408,503.00	1,329,680.13	5.9
	<u>\$ 49,046,397.37</u>	<u>\$ 45,611,925.45</u>	7.5
Office Furniture and Equipment	2,766,090.31	2,647,448.76	4.5
Power Tools and Equipment	1,201,834.09	1,149,757.88	4.5
Radio Equipment	2,936,205.29	2,833,516.06	3.6
Other Equipment	3,392,093.38	3,185,979.57	6.5
	<u>\$ 59,342,620.44</u>	<u>\$ 55,428,627.72</u>	7.1
Land and Buildings			
Surplus Properties	\$ 124,604.55	\$ 135,840.54	(8.3)
Buildings In Progress	11,874,977.22	12,099,278.32	(1.9)
Buildings Completed	12,276,795.92	11,128,920.48	10.3
	<u>\$ 24,276,377.69</u>	<u>\$ 23,364,039.34</u>	3.9
Roads and Bridges			
Projects in Progress	\$ 614,900,325.54	\$ 626,908,392.25	(1.9)
Completed Projects	2,155,547,041.73	2,000,133,440.60	7.8
	<u>\$2,770,447,367.27</u>	<u>\$2,627,041,832.85</u>	5.5
Total Fixed Assets	<u>\$2,854,066,365.40</u>	<u>\$2,705,834,499.91</u>	5.5
Total Assets	<u>\$3,213,763,186.07</u>	<u>\$3,016,077,006.16</u>	6.6

TABLE 1 — Continued
COMPARATIVE BALANCE SHEET
June 30, 1981-June 30, 1980

LIABILITIES AND CREDITS	1981	1980	Per Cent Increase (Decrease)
Current Liabilities			
Payables			
Accounts Payable	\$ 19,093,160.34	\$ 19,627,045.46	(2.7)
Contract Retainage	6,492,287.86	8,385,896.24	(22.6)
Workmen's Compensation Payable	198,867.15	155,795.05	27.6
Working Fund	557,734.84	1,286,563.83	(56.6)
Beach Erosion — Retainage	6,998.35		
Beach Erosion — General Payables	58.49		
Total Current Liabilities	\$ 26,350,007.03	\$ 29,455,300.58	(10.5)
Special Fund Liabilities			
Beach Erosion Fund	\$ 842.89	\$ 668.13	26.2
Advance Right of Way			
Total Special Fund Liabilities	\$ 842.89	\$ 668.13	26.2
Trust Fund Liabilities			
Deposits For Right of Way	\$ 1,002,883.11	\$ 1,110,036.11	(9.7)
Special Deposits — Liabilities	\$ 2,541,055.68	\$ 3,689,899.02	(31.1)
Total Special Fund Liabilities	\$ 3,544,781.68	\$ 4,800,603.26	(26.2)
Deferred Credits			
Unapplied MVD Collections	\$ 16,575.25	\$ 11,773.37	40.8
MVD Suspense	1,278.24	1,588.26	(19.5)
Undistributed Credits			
Research and Materials Lab	353,211.64	271,519.58	30.1
Office & Engineering Supplies	43,098.61		
Duplicating & Printing Expense	22,957.84	6,003.33	282.4
Warehouse Expense	124,835.84	110,665.03	12.8
Employee Benefits	300,939.64	2,564,900.25	(88.3)
Total Deferred Credits	\$ 862,897.06	\$ 2,966,449.82	(70.9)
Contingent Credits (Contra)			
Unallotted Federal Aid Apportionments	\$ 184,684,219.82	\$ 135,318,702.12	36.5
Unearned Grants-in-Aid			
Federal Aid Project Agreements	102,425,629.92	109,726,509.34	(6.7)
Other Participation Agreements	437,358.31	588,363.49	(25.7)
Total Contingent Credits	\$ 287,547,208.05	\$ 245,633,574.95	17.1
Long-Term Liabilities			
Reimbursement Agreements	\$ 2,775,608.39	\$ 3,415,608.39	(18.7)
Highway Bonds	69,500,000.00	79,000,000.00	(12.0)
Total Long-Term Liabilities	\$ 72,275,608.39	\$ 82,415,608.39	(12.3)
Total Liabilities & Credits	\$ 390,580,502.21	\$ 365,271,537.00	6.9
INVESTED CAPITAL, RESERVES AND FUND BALANCES			
Invested Capital	\$2,783,199,260.01	\$2,624,748,571.65	6.0
Reserves			
Revolving Fund	\$ 1,100,000.00	\$ 1,100,000.00	
Working Fund	1,300,000.00	1,300,000.00	
Inventory, — Repair Shops & Service Centers		5,712,973.38	5,096,991.97 12.1
Unallotted Reserve For Construction and Other Purposes	16,969,694.44	5,805,339.23	192.3
Total	\$ 25,082,667.82	\$ 13,302,331.20	88.6

TABLE 1 — Continued
COMPARATIVE BALANCE SHEET
June 30, 1981-June 30, 1980

LIABILITIES AND CREDITS	1981	1980	Per Cent Increase (Decrease)
Allocation of Funds Less			
Unrealized Resources			
Obligated Funds — Highway Construction .	\$ 76,561,318.34	\$ 99,408,079.13	(23.0)
Unobligated Funds —			
Highway Construction	69,708,058.94	57,777,957.42	20.6
	<u>\$ 146,269,377.28</u>	<u>\$ 157,186,036.55</u>	(6.9)
Obligated Funds — Administration,			
Debt Service & Maintenance	\$ 5,722,357.97	\$ 9,132,888.74	(37.3)
Unobligated Funds — Administration,			
Debt Service & Maintenance	7,154,779.43	6,186,734.27	15.6
	<u>\$ 12,877,137.40</u>	<u>\$ 15,319,623.01</u>	(15.9)
	<u>\$ 159,146,514.68</u>	<u>\$ 172,505,659.56</u>	(7.7)
Less			
Estimated Revenues — Subsequent			
Year For Highway Construction	\$ 41,382,770.42	\$ 49,436,220.42	(16.3)
Estimated Grants-in-Aid			
Federal Aid Project Agreements	102,425,629.92	109,726,508.34	(6.7)
Other Participation Agreements	437,358.31	588,363.49	(25.7)
	<u>\$ 144,245,758.65</u>	<u>\$ 159,751,093.25</u>	(9.7)
Total	<u>\$ 14,900,756.03</u>	<u>\$ 12,754,566.31</u>	16.8
Total Invested Capital,			
Reserves & Fund Balances	<u>\$2,823,182,683.86</u>	<u>\$2,650,805,469.16</u>	6.5
Total Liabilities, Invested			
Capital, Reserves			
and Fund Balances	<u>\$3,213,763,186.07</u>	<u>\$3,016,077,006.16</u>	6.6

TABLE 2

**COMPARATIVE STATEMENT OF GENERAL FUND
REVENUES, OTHER RECEIPTS AND EXPENDITURES**

For Year Ended June 30, 1981 and June 30, 1980

	1980-1981	1979-1980
Revenues and Other Receipts:		
Revenues:		
Motor Fuel Taxes:		
Gasoline Tax — 7.84¢	\$112,323,685.90	\$105,917,832.40
Gasoline Tax — 2.16¢	30,719,461.55	28,331,704.25
Fuel Oil Tax — 11¢	22,736,623.37	19,849,374.85
Motor Carrier Road Use Tax	2,422,258.16	2,783,255.04
	<u>\$168,202,028.98</u>	<u>\$156,882,166.54</u>
License Fees:		
Motor Carrier Registration Fees	\$ 696,768.50	\$ 391,529.70
Motor Vehicle License Fees	28,966,747.88	21,576,292.17
Motor Vehicle Driver's License Fees	2,898,120.00	2,215,614.00
Automobile Reparation Reform Act	1,946,517.65	1,847,862.35
Financial Responsibility Fees —		
Reinstatement Fees	131,200.00	83,825.00
Motor Vehicle Title Fees	2,320,564.00	2,402,291.00
Motor Vehicle Safety Fees	983,754.00	4,085,113.00
Motor Vehicle Dealer's Permits	122,725.00	118,625.00
Motor Vehicle Training School Permits	2,650.00	4,890.00
Oversize and Overweight Vehicle Fees	24,344.00	614,344.99
Motor Vehicle License Penalties	127,682.00	134,563.00
Gross Vehicle Weight Violation		
Civil Penalties	199,278.45	
Deferred Credits — MVD Suspende	310.02 CR	8,466.62 CR
Increase in Undistributed Collections	354,213.87	380,253.26 CR
Excess Remittances Not Refunded	31,793.46	27,758.58
Vehicle Inspection Licenses	33,410.00	32,820.00
Vehicle Inspection Certificates	1,025,127.00	1,018,789.00
Identification Cards	36,526.00	33,578.00
Motor Vehicle Provisional Driver's License	18,896.00	18,115.00
Driver's License Knowledge Test Fee	284,998.00	
Driver's License Reinstatement Fee	11,760.00	
License Plate Replacement Fee	13,112.50	
	<u>\$ 40,459,878.29</u>	<u>\$ 34,227,290.91</u>
Miscellaneous Receipts:		
Sale of Salvage	\$ 107,791.14	\$ 169,077.45
Sale of Equipment	338,934.58	459,236.25
Sale of Plans, Specifications & Proposals	6,267.50	6,402.50
Sale of Motor Vehicle Lists & Registration		
Information	47,814.93	33,927.79
Sale of Driver's Record Reports	2,815,577.00	2,870,468.00
Sale of Accident Record Reports	57,145.00	56,517.75
License Repossession Fees	740.00	1,899.50
Open-End Mobile Home Permits	994.00	500.00
Non-Resident Service Fees	2,512.00	3,264.00
Junk Yard Operating Permits	250.00	950.00
Sale of Maps	25,809.11	29,166.03
Outdoor Advertising Permits	30,170.00	27,762.00
Specific Service Signings	11,280.00	18,080.00
Parking Space Rental	45,892.00	48,326.25
Sale of Driver's License Data	1,019.50	
Other:		
Sale of Land and Buildings on Right of Way		
Closed Projects	33,476.00	41,214.00
Sale of Land and Buildings		842.51
Rental of Land and Buildings and		
Other Structures	1,300.00	1,200.00
S. C. Use Tax Discount	1,243.58	1,387.97
Sale of Sign Manuals and Drawings	322.34	158.00
Window Overage		
Other	25,638.20	8,944.07
	<u>\$ 3,554,176.88</u>	<u>\$ 3,779,324.07</u>
Total Revenues	<u>\$212,216,084.15</u>	<u>\$194,888,781.52</u>

TABLE 2 — Continued

COMPARATIVE STATEMENT OF GENERAL FUND REVENUES, OTHER RECEIPTS AND EXPENDITURES

For Year Ended June 30, 1981 and June 30, 1980

	1980-1981	1979-1980
Grants-in-Aid:		
Federal Aid:		
Interstate Gap Closing	\$ 882,327.30	\$ 109,610.45
Interstate	24,413,748.73	26,195,231.15
Primary/Urban	439,972.77	1,339,897.45
Urban System	1,179,433.91	3,424,498.94
Secondary	4,221,039.78	5,820,161.34
Defense Access	2,118.72 CR	36,856.93
Forest Highways	2,824.00 CR	101,460.92
Highway Planning Research	1,031,766.12	1,026,952.67
Traffic Operations (TOPICS)	79,155.23	3,616.34
Demonstration Railroad	2,148,678.61	754,217.69
Safer Off-System Roads	438,574.55	1,211,925.12
Metropolitan Planning	170,750.03	183,995.09
Bridge Replacement	404,053.25	1,371,154.22
Bridge Replacement — 65 Per Cent On-System	2,450,917.74	2,783,500.32
Bridge Replacement — 20 Per Cent Optional	241,580.98	174,795.08
Bridge Replacement — 15 Per Cent Off-System	953,136.63	728,277.21
Primary RRR	2,226,045.31	425,759.19
Bridge Replacement — Discretionary	4,205,971.53	1,796,826.55
Economic Growth Center	1,225,314.25	900,842.03
Secondary RRR	2,324,281.55	130,511.50
Interstate Discretionary	10,663,511.26	5,902,388.23
Highway Safety Program	824,889.33	1,073,162.40
Appalachian Development Highways	982,147.38	1,586,129.52
Appalachian Access Road Program	26,634.09 CR	1,179,501.13
Highway Beautification	42,720.03	58,899.09
Off-System Roads	48,131.13	252,321.08
Priority Primary Routes	256,835.99	1,441,257.86
Discretionary Priority Primary	4,157,877.11	
Supportive Services	101,225.00	131,086.00
Rural Hwy. Public Trans. Demonstration	22,335.95	190,239.32
Interstate Resurfacing	444,630.69	1,741,654.65
Attributable Urban	2,307,348.05	3,414,236.29
Transitional Quarter	3,718,223.20	8,845,113.33
Consolidated Primary	10,783,461.67	15,087,752.83
Safety Programs:		
Off-System Rail-Hwy. Protective Devices	18,370.43	92,278.33
Elimination of Hazards	203,567.95	489,690.99
High Hazard Locations	1,693.61	50,968.37
Elimination of Roadside Obstacles	43,673.08	484.26
Safer Roads Demonstration	118,150.62	24,905.73 CR
Hazards/Roadside Obstacles	44,011.90 CR	887.60
Rail-Highway Crossing — Protective Devices	1,348,604.03	518,823.38
Rail-Highway Crossing — Elimination of		
Hazards	334,308.31	623,160.06
High Hazard/Roadside Obstacles	28,398.95	182,824.83
Pavement Marking	1,447,121.93	1,003,111.27
Hazard Reduction	73,074.90	77,165.79
Hazard Elimination	1,084,191.30	1,599,995.66
Total Federal Aid	\$ 88,015,651.46	\$ 94,079,980.73
Other Receipts	\$ 535,821.56	\$ 153,120.63
County and Municipal Receipts	\$ 219,277.45	\$ 1,167,124.37
Total Revenues and Other Receipts	\$300,980,000.00	\$290,289,007.25

TABLE 2 — Continued

COMPARATIVE STATEMENT OF GENERAL FUND REVENUES, OTHER RECEIPTS AND EXPENDITURES

For Year Ended June 30, 1981 and June 30, 1980

	1980-1981	1979-1980
Expenditures:		
General Administration:		
Highway and Public Transportation Commission	\$ 48,454.50	\$ 40,077.50
Chief Commissioner	150,431.32	144,693.24
Secretary-Treasurer	156,778.16	148,952.52
General Accounting	1,262,676.46	1,239,055.37
Procurement	164,252.16	157,229.97
Supply and Equipment	104,882.52	113,515.46
Personnel	389,322.65	336,863.67
Public Relations	257,064.67	283,066.30
Highway Traffic Safety	552,075.37	527,531.50
Damage Claims and Workmen's		
Compensation Admin.	132,788.53	174,633.94
Internal Auditing	120,252.65	104,363.59
Data Processing Unit — Administration	63,819.33	63,731.70
Special Investigations	37,886.52	35,347.79
Central Mail Room	128,096.18	118,073.37
Central File Room	15,169.23	11,673.14
Budget Director	57,513.64	62,884.40
Legal Services	55,569.49	50,491.31
Building Plans	9,994.53	12,036.98
Supply Depot — Other Services	102,564.87	130,981.33
Equipment Service Depot	221,680.03	227,063.37
Central Equipment Service Station	4,434.03 CR	14,775.69
Office Supply and Equipment Repair	37,400.83	22,381.30
Radio Maintenance	34,520.31	60,599.05
General Expense — Maintenance of		
Columbia Building	491,392.37	511,698.22
General Communications Services	514,608.59	495,865.20
Highway Maps and General Publications	76,640.65	39,108.92
Independent Auditing Expense	43,460.00	72,212.58
Proportionate Share of Administrative		
Costs of Other State Departments	3,013,605.00	2,865,331.00
Miscellaneous General Expense	68,365.30	68,102.23
Equipment Purchases	105,375.25	65,885.27
	\$ 8,412,207.38	\$ 8,198,225.91
Engineering Administration:		
State Highway Engineer	\$ 196,152.48	\$ 187,504.25
Pre-Construction	244,236.16	201,822.41
Road Design Engineer	102,884.03	
Right-of-Way Engineer	296,401.33	333,349.27
Construction Engineer	161,859.62	157,571.43
Bridge Engineer	267,187.49	125,389.94
Maintenance Engineer	166,104.43	155,049.62
Contract Administration	140,990.01	131,563.32
Federal Aid Coordination	147,325.31	148,405.58
Utility Engineer	59,813.09	63,624.21
Bridge Design Engineer	123,786.64	
District Engineer — 1	355,974.45	319,865.67
District Engineer — 2	230,249.81	217,363.05
District Engineer — 3	363,461.66	337,303.19
District Engineer — 4	254,769.61	231,980.42
District Engineer — 5	300,607.67	279,212.58
District Engineer — 6	288,281.44	257,775.38
District Engineer — 7	232,642.71	212,768.71
Research and Materials Lab	12,369.44	294,975.02
Environmental Office	50,264.30	56,822.71
Final Plans	41,015.43	40,688.98
Oversize and Overweight Permits	86,787.37	81,358.74
Research and Materials Lab — Administration	64,375.95	67,516.87
Outdoor Advertising	41,391.24	47,360.74
Equipment Purchases	67,984.08	114,967.31
	\$ 4,296,915.75	\$ 4,064,239.40

TABLE 2 — Continued

**COMPARATIVE STATEMENT OF GENERAL FUND
REVENUES, OTHER RECEIPTS AND EXPENDITURES**

For Year Ended June 30, 1981 and June 30, 1980

	1980-1981	1979-1980
Motor Vehicle Administration:		
Director	\$ 187,964.60	\$ 163,732.82
License, Registration and Titles		217,460.49
Driver's License Records	1,698,069.77	1,489,409.78
Driver's License Examinations	3,477,896.87	3,358,417.73
Financial Responsibility	307,351.50	304,211.88
Motor Vehicle Inspection	757,822.50	736,215.85
Automobile Repairation Reform	1,460,639.11	1,211,051.77
Title Section	1,093,084.37	963,365.19
Vehicle Services Offices	2,122,277.15	2,040,393.00
MVD Data Processing	884,011.55	802,573.55
Records Section	454,750.32	290,580.75
Audit and Review	405,579.30	367,297.51
MVD Supply	1,962,918.23	1,484,884.65
Equipment Purchases	164,622.37	145,664.22
	<u>\$ 14,976,987.64</u>	<u>\$ 13,575,259.19</u>
Highway Maintenance:		
Routine	\$ 58,424,248.71	\$ 55,151,013.13
Extraordinary	793,147.41	975,367.80
Retreatment	11,210,311.95	12,731,291.27
Equipment Purchases	3,104,888.39	3,822,529.56
	<u>\$ 73,532,596.46</u>	<u>\$ 72,680,201.76</u>
Highway Beautification:		
Control of Outdoor Advertising	\$ 163,655.91	\$ 245,113.15
Control of Junkyards	196.58 CR	105.80
	<u>\$ 163,459.33</u>	<u>245,218.95</u>
Streets and Drives — State Institutions	\$ 299,055.50	\$ 189,689.48
Roads and Drives — State Parks	\$ 46,863.24	\$ 133,652.06
Access Roads — Shipping Facilities	\$ 16,276.94	\$
Damage Claims — Payments	\$ 429,036.33	\$ 424,274.27
Highway Patrol:		
Law Enforcement	\$ 22,894,119.88	\$ 22,409,121.08
Patrol Training School		158,549.25
Equipment Purchases	2,335,358.17	2,395,413.49
	<u>\$ 25,229,478.05</u>	<u>\$24,963,083.82</u>
Retirement of Debt:		
Highway Bonds	\$ 9,500,000.00	\$ 9,500,000.00
Reimbursement Agreements	640,000.00	1,040,000.00
	<u>\$ 10,140,000.00</u>	<u>\$ 10,540,000.00</u>
Debt Service Expense:		
Interest Bonds	\$ 3,772,250.00	\$ 4,221,750.00
Bond and Coupon Service Charges	7,239.75	7,859.25
	<u>\$ 3,779,489.75</u>	<u>\$ 4,229,609.25</u>
Workmen's Compensation	\$ 820,273.08	\$ 1,020,901.31
Land and Buildings	\$ 920,821.24	\$ 539,544.55
Highway Construction		
Highway Planning Research		
Highway Planning Survey	\$ 1,987,168.22	\$ 1,555,570.02
Indirect Construction:		
Advertising	8,230.67	6,530.26
In-Service Training	98,351.76	108,965.51
Preliminary Expenses on Projects Deleted from Construction Program	196.58	376.36
Incidental Expense on Closed Projects	13,121.21	3,198.09
Stream Flow Data	10,747.02	10,000.00
Supportive Services	158,500.00	131,830.00
Miscellaneous	611.50	1,736.88

TABLE 2
COMPARATIVE STATEMENT OF GENERAL FUND
REVENUES, OTHER RECEIPTS AND EXPENDITURES
For Year Ended June 30, 1981 and June 30, 1980

	1980-1981	1979-1980
Direct Construction:		
Right of Way	5,090,714.60	12,178,471.79
Construction Engineering	9,451,071.30	10,052,692.58
Research and Testing	900,402.91	775,265.45
Final Plans	212,057.00	189,977.09
Roads and Bridges	117,519,717.80	126,654,563.33
Rest Areas and Information Centers	980,660.54	498,101.98
Railroad Warning Signals	2,037,547.46	1,961,402.31
Traffic Signals and Signs	697,091.49 CR	6,570,863.23
Preliminary Engineering:		
Soil Boring	180,447.45	150,537.15
Bridge Surveys and Boring	98,566.54	109,110.46
Environmental Impact Studies	117,802.68	192,654.89
Traffic Sign Plans	84,947.81	66,461.87
Right-of-Way Investigations	51,443.69	77,114.53
Road and Bridge Plans	2,668,289.55	3,028,673.56
Urban Section Plans — Roads	257,596.23	654,066.58
Preliminary Designs — Road Plans	255,193.78	251,399.96
Survey Parties — Field Survey	1,245,731.12	1,374,853.90
Safety Section Plans — Roads	85,977.70	70,798.14
Rural Section — Road Plans	97,422.63	74,968.63
Public Transportation	47,518.17	586,959.80
Bridge Inspection	377,109.99	411.57
Rest Areas and Information Centers	65,480.00	
Equipment Purchases	10,200.78	26,960.73
	<u>\$143,415,735.20</u>	<u>\$167,364,516.65</u>
Total Expenditures	<u>\$286,479,195.89</u>	<u>\$308,168,416.60</u>
Excess (Deficiency) of Revenues and Other Receipts Over Expenditures	<u>\$ 14,507,638.73</u>	<u>\$(17,879,409.35)</u>
RECONCILIATION		
Cash Balance July 1:		
State Highway Fund	\$ 24,593,024.15	\$ 41,447,591.23
Excess (Deficiency) Revenues and Other Receipts Over Expenditures	\$ 14,507,638.73	\$(17,879,409.35)
	\$ 39,100,662.88	\$ 23,568,181.88
Increase or Decrease in Receivables and Payables and Fund Transfers	\$ 7,009,262.58	\$ 1,024,842.27
Cash Balance June 30	<u>\$ 46,109,925.46</u>	<u>\$ 24,593,024.15</u>

TABLE 3A
STATEMENT OF CHANGES IN INVESTED CAPITAL, RESERVES AND FUND BALANCES
For Year Ended June 30, 1981

	Balance July 1, 1980	Additions	Deductions	Balance June 30, 1981
Inverted Capital:	\$2,624,748,571.65	\$	\$	\$
Fixed Asset Additions		150,951,751.94		
Fixed Asset Retirements			2,641,063.58	
Payments on Long-Term Liabilities		10,140,000.00		
Total Inverted Capital	\$2,624,748,571.65	\$161,091,751.94	\$ 2,641,063.58	\$2,783,199,260.01
Reserves:				
Revolving Fund	\$ 1,100,000.00	\$	\$	\$ 1,100,000.00
Working Fund	\$ 1,300,000.00	\$	\$	\$ 1,300,000.00
Inventory — Repair Shops & Service Centers	\$ 5,096,991.97	\$	\$	\$
Increase in Inventories		615,981.41		
	\$ 5,096,991.97	\$ 615,981.41	\$	\$ 5,712,973.38
Unallotted Reserve for Construction and Other Purposes	\$ 5,805,339.23	\$	\$	\$
Retained Fund Balance to Cover Budget Overruns		17,582,509.58		
Excess of Actual Revenues Over Estimated		2,130,180.30		
Excess of Actual Expenditures Over Estimated			8,259,834.19	
Accumulated Depreciation on Equipment and Vehicles				
Transferred out of Rental Accounts		327,480.93		
Increase in Inventories of Repair Shops and Service Centers			615,981.41	
	\$ 5,805,339.23	\$ 20,040,170.81	\$ 8,875,815.60	\$ 16,969,694.44
Total Reserves	\$ 13,302,331.20	\$ 20,656,152.22	\$ 8,875,815.60	\$ 25,082,667.82
Fund Balances:				
Obligated Funds — Highway Construction	\$ 99,408,079.13	\$	\$	\$
Net Obligations Short of Liquidations of Outstanding Contracts, Purchase Orders and Other Agreements			22,846,760.79	
	\$ 99,408,079.13	\$	\$22,846,760.79	\$ 76,561,318.34

TABLE 3A — Continued

STATEMENT OF CHANGES IN INVESTED CAPITAL, RESERVES AND FUND BALANCES

For Year Ended June 30, 1981

	Balance July 1, 1980	Additions	Deductions	Balance June 30, 1981
Unobligated Funds — Highway Construction	\$ 57,777,957.42	\$	\$	\$
Net Increase in Unobligated State Funds .....	.....	11,331,400.00	.....	.....
Net Decrease in Unobligated Federal Funds .....	.....	.....	22,706,656.78	.....
Net Increase in Unallotted Allocation Balances .....	.....	18,621,724.07	.....	.....
Net Increase in Unobligated Allotment Balances .....	.....	4,683,634.23	.....	.....
	<u>\$ 57,777,957.42</u>	<u>\$ 34,636,758.30</u>	<u>\$22,706,656.78</u>	<u>\$ 69,708,058.94</u>
Obligated Funds — Administration, Debt Service, and Maintenance	\$ 9,132,888.74	\$	\$	\$
Net Obligation Short of Liquidations of Outstanding Contracts, Purchase Orders and Other Agreements .....	.....	.....	3,410,530.77	.....
	<u>\$ 9,132,888.74</u>	<u>\$</u>	<u>\$ 3,410,530.77</u>	<u>\$ 5,722,357.97</u>
Unobligated Funds — Administration, Debt Service and Maintenance	\$ 6,186,734.27	\$	\$	\$
Increase in Unallotted Allocation Balances .....	.....	2,135,857.54	.....	.....
Decrease in Unobligated Allotment Balances .....	.....	.....	1,167,812.38	.....
	<u>\$ 6,186,734.27</u>	<u>\$ 2,135,857.54</u>	<u>\$ 1,167,812.38</u>	<u>\$ 7,154,779.43</u>
Total Allocation of Funds	<u>\$ 172,505,659.56</u>	<u>\$ 36,772,615.84</u>	<u>\$50,131,760.72</u>	<u>\$ 159,146,514.68</u>

TABLE 3A — Continued

STATEMENT OF CHANGES IN INVESTED CAPITAL, RESERVES AND FUND BALANCES

For Year Ended June 30, 1981

	Balance July 1, 1980	Additions	Deductions	Balance June 30, 1981
Estimated Revenues — Subsequent Year for				
Highway Construction	\$ 49,436,220.42	\$	\$	\$
1980-81 Revenues Realized for Construction .....	.....	.....	50,407,050.00	.....
Estimated Revenues Subsequent to June 30, 1981 .....	.....	42,353,600.00	.....	.....
	<u>\$ 49,436,220.42</u>	<u>\$ 42,353,600.00</u>	<u>\$50,407,050.00</u>	<u>\$ 41,382,770.42</u>
Federal Aid Project Agreements	\$ 109,726,509.34	\$	\$	\$
Decrease in Project Agreements .....	.....	.....	7,300,879.42	.....
	<u>\$ 109,726,509.34</u>	<u>\$</u>	<u>\$ 7,300,879.42</u>	<u>\$ 102,425,629.92</u>
Other Participation Agreements	\$ 588,363.49	\$	\$	\$
Decrease in Other Participation Agreements .....	.....	.....	151,005.18	.....
	<u>\$ 588,363.49</u>	<u>\$</u>	<u>\$ 151,005.18</u>	<u>\$ 437,358.31</u>
Total Unrealized Resources	<u>\$ 159,751,093.25</u>	<u>\$ 42,353,600.00</u>	<u>\$57,858,934.60</u>	<u>\$ 144,245,758.65</u>
Total Allocation of Funds Less Unrealized Resources	<u>\$ 12,754,566.31</u>	<u>\$</u>	<u>\$</u>	<u>\$ 14,900,756.03</u>

TABLE 3B
STATEMENT OF CHANGES IN INVESTED CAPITAL, RESERVES AND FUND BALANCES
For Year Ended June 30, 1980

	Balance July 1, 1979	Additions	Deductions	Balance June 30, 1980
Invested Capital:	\$2,442,214,936.31	\$	\$	\$
Fixed Asset Additions .....	.....	175,347,566.08	.....	.....
Fixed Asset Retirements .....	.....	.....	3,353,930.74	.....
Payments on Long-Term Liabilities .....	.....	10,540,000.00	.....	.....
Total Invested Capital	<u>\$2,442,214,936.31</u>	<u>\$185,887,566.08</u>	<u>\$ 3,353,930.74</u>	<u>\$2,624,748,571.65</u>
Reserves:				
Revolving Fund	\$ 1,100,000.00	\$	\$	\$ 1,100,000.00
Working Fund	\$ 1,300,000.00	\$	\$	\$ 1,300,000.00
Inventory — Repair Shops and Service Centers	\$ 3,999,110.59	\$	\$	\$
Increase in Inventories .....	.....	1,097,881.38	.....	.....
	<u>\$ 3,999,110.59</u>	<u>\$ 1,097,881.38</u>	<u>\$</u>	<u>\$ 5,096,991.97</u>
Unallotted Reserve for Construction and Other Purposes ..	\$ 12,087,360.29	\$	\$	\$
Retained Fund Balance to Cover Budget Overruns .....	.....	11,313,099.63	.....	.....
Shortage of Actual Revenues Over Estimated .....	.....	.....	2,956,910.59	.....
Excess of Actual Expenditures Over Estimated .....	.....	.....	13,892,378.01	.....
Accumulated Depreciation on Equipment and Vehicles				
Transferred Out of Rental Accounts .....	.....	352,049.29	.....	.....
Increase in Inventories of Repair Shops and Service				
Centers .....	.....	.....	1,097,881.38	.....
	<u>\$ 12,087,360.29</u>	<u>\$ 11,665,148.92</u>	<u>\$17,947,169.98</u>	<u>\$ 5,805,339.23</u>
Total Reserves	<u>\$ 18,486,470.88</u>	<u>\$ 12,763,030.30</u>	<u>\$17,947,169.98</u>	<u>\$ 13,302,331.20</u>

TABLE 3B — Continued
STATEMENT OF CHANGES IN INVESTED CAPITAL, RESERVES AND FUND BALANCES
For Year Ended June 30, 1980

	Balance July 1, 1979	Additions	Deductions	Balance June 30, 1980
Fund Balances:				
Obligated Funds — Highway Construction	\$ 127,644,601.43	\$	\$	\$
Net Obligations Short of Liquidations of Outstanding Contracts, Purchase Orders and Other Agreements .....	.....	.....	28,236,552.30	.....
	\$ 127,644,601.43	\$	\$28,236,522.30	\$ 99,408,079.13
Unobligated Funds — Highway Construction	\$ 63,129,947.49	\$	\$	\$
Net Decrease in Unobligated State Funds .....	.....	.....	12,213,000.00	.....
Net Increase in Unobligated Federal Funds .....	.....	11,561,760.82	.....	.....
Net Increase in Unallotted Allocation Balances .....	.....	11,601,183.98	.....	.....
Net Decrease in Unobligated Allotment Balances .....	.....	.....	16,301,934.87	.....
	\$ 63,129,947.49	\$ 23,162,944.80	\$28,514,934.87	\$ 57,777,957.42
Obligated Funds — Administration, Debt Service and Maintenance	\$ 11,477,783.17	\$	\$	\$
Net Obligations Short of Liquidations of Outstanding Contracts, Purchase Orders and Other Agreements .....	.....	.....	2,344,894.43	.....
	\$ 11,477,783.17	\$	\$ 2,344,894.43	\$ 9,132,888.74
Unobligated Funds — Administration, Debt Service and Maintenance	\$ 4,290,319.40	\$	\$	\$
Increase in Unallotted Allocation Balances .....	.....	2,072,497.03	.....	.....
Decrease in Unobligated Allotment Balances .....	.....	.....	176,082.16	.....
	\$ 4,290,319.40	\$ 2,072,497.03	\$ 176,082.16	\$ 6,186,734.27
Total Allocation of Funds	\$ 206,542,651.49	\$ 25,235,441.83	\$59,272,433.76	\$ 172,505,659.56

TABLE 3B — Continued
STATEMENT OF CHANGES IN INVESTED CAPITAL, RESERVES AND FUND BALANCES
For Year Ended June 30, 1980

	Balance July 1, 1979	Additions	Deductions	Balance June 30, 1980
Estimated Revenues — Subsequent Year for				
Highway Construction	\$ 50,952,214.42	\$	\$	\$
1979-80 Revenues Realized for Construction .....	.....	.....	68,899,994.00	.....
Estimated Revenues Subsequent to June 30, 1980 .....	.....	67,384,000.00	.....	.....
	<u>\$ 50,952,214.42</u>	<u>\$ 67,384,000.00</u>	<u>\$68,899,994.00</u>	<u>\$ 49,436,220.42</u>
86 Federal Aid Project Agreements	\$ 129,154,631.24	\$	\$	\$
Decrease in Project Agreements .....	.....	.....	19,428,121.90	.....
	<u>\$ 129,154,631.24</u>	<u>\$</u>	<u>\$19,428,121.90</u>	<u>\$ 109,726,509.34</u>
Other Participation Agreements	\$ 997,392.00	\$	\$	\$
Decrease in Other Participation Agreements .....	.....	.....	409,028.51	.....
	<u>\$ 997,392.00</u>	<u>\$</u>	<u>\$ 409,028.51</u>	<u>\$ 588,363.49</u>
Total Unrealized Resources	<u>\$ 181,104,237.66</u>	<u>\$ 67,384,000.00</u>	<u>\$88,737,144.41</u>	<u>\$ 159,751,093.25</u>
Total Allocation of Funds Less Unrealized Resources	<u>\$ 25,438,413.83</u>	<u>\$</u>	<u>\$</u>	<u>\$ 12,754,566.31</u>

TABLE 4
STATEMENT OF RECEIPTS AND DISBURSEMENTS TRUST FUNDS
For Years Ended June 30, 1981 and June 30, 1980

	Advance Right of Way	Deposits for Right of Way
Balance July 1, 1979	\$	\$1,839,136.32
Receipts	2,071,139.10	2,334,641.25
Total Available	\$2,071,139.10	\$4,173,777.57
Disbursements	2,071,139.10	3,063,741.46
Balance June 30, 1980	\$	\$1,110,036.11
Receipts	2,169,694.37	1,589,440.00
Total Available	\$2,169,694.37	\$2,699,476.11
Disbursements	2,169,694.37	1,696,593.00
Balance June 30, 1981	\$	\$1,002,883.11

TABLE 5A
STATEMENT OF RECEIPTS AND DISBURSEMENTS SPECIAL DEPOSITS FUND
For Year Ended June 30, 1981

	Balance July 1, 1980	Receipts July-June	Total Available	Disbursements July-June	Balance June 30, 1981
Retirement	\$ 309,440.92	\$ 7,814,118.57	\$ 8,123,559.49	\$ 7,784,444.00	\$ 339,115.49
Employe Bond Deductions	12,904.28	106,971.21	119,875.49	111,998.60	7,876.89
Unemployment Compensation .....	.....	156,048.88	156,048.88	156,048.88	.....
Social Security Contributions	2,228,353.15	10,075,840.62	12,304,193.77	11,600,299.32	703,894.45
Contractors' Compliance Bonds	5,000.00	.....	5,000.00	.....	5,000.00
S. C. Income Tax Levies .....	.....	2,684.47	2,684.47	2,367.93	316.54
Unclaimed Wages	2,118.04	132.85	2,250.89	415.05	1,835.84
Miscellaneous Suspense Items	55,855.83	48,113.24	103,969.07	47,563.72	56,405.35
S. C. Sales & Use Tax	32,564.93	121,407.65	153,972.58	126,868.08	27,104.50
S. C. Income Tax Withheld — Employes	331,667.01	3,050,202.58	3,381,869.59	3,016,849.47	365,020.12
S. C. Income Tax Withheld — Contractors .....	.....	4,761.21	4,761.21	217.71	4,543.50
Good Health Appeal	720.63	4,854.71	5,575.34	4,943.66	631.68
Advance Right of Way Suspense Items .....	.....	46,210.00	46,210.00	.....	46,210.00
Colonial Life Insurance Company	12,621.19	166,503.62	179,124.81	165,416.74	13,708.07
Pilot Life Insurance Company	816.82	10,142.67	10,959.49	10,170.03	789.46
Federal Income Tax Levies	687.43	19,958.82	20,646.25	19,719.99	926.26
Retirement Contributions — S. C. Police					
Officers Retirement System	55,350.97	2,394,359.42	2,449,710.39	2,388,132.61	61,577.78
State Employes Insurance Plan	135,472.74	3,907,157.93	4,042,630.67	3,887,479.84	155,150.83

TABLE 5A — Continued
STATEMENT OF RECEIPTS AND DISBURSEMENTS SPECIAL DEPOSITS FUND
For Year Ended June 30, 1981

	Balance July 1, 1980	Receipts July-June	Total Available	Disbursements July-June	Balance June 30, 1981
American Defender Life Insurance Co.	14,973.26	390,042.98	405,016.24	390,125.56	14,890.68
Financial Responsibility	150,479.73	77,595.13	228,074.86	36,271.54	191,803.32
Accident Record Reports	2,025.00	200.00	2,225.00	.....	2,225.00
Oversize and Overweight Vehicle Permits	67,080.00	175,900.00	242,980.00	186,945.00	56,035.00
Open End Mobile Home Permit Bonds	5,500.00	500.00	6,000.00	.....	6,000.00
Anti-Trust Violation .....	.....	200,000.00	200,000.00	602.26	199,397.74
Driver Record Check Deposits	51,100.00	900.00	52,000.00	3,400.00	48,600.00
Christmas Savings Club	102,598.00	1,928,285.00	2,030,883.00	1,923,285.00	107,598.00
SCDHPT District 3 Credit Union	7,804.00	159,763.00	167,567.00	159,205.00	8,362.00
SCDHPT District 5 Credit Union	20,701.00	321,044.00	341,745.00	321,346.00	20,399.00
SCDHPT District 7 Credit Union	21,952.50	382,359.00	404,311.50	378,252.00	26,059.50
SCDHPT Headquarters Credit Union	61,724.75	1,538,889.00	1,600,613.75	1,531,319.00	69,294.75
United Way of the Midlands	386.84	6,065.30	6,452.14	6,168.21	283.93
Total	<u>\$3,689,899.02</u>	<u>\$33,111,011.86</u>	<u>\$36,800,910.88</u>	<u>\$34,259,855.20</u>	<u>\$2,541,055.68</u>
Summary of Special Deposits:					
Cash					\$2,493,882.12
Special Deposits — Securities					47,173.56
Total					<u>\$2,541,055.68</u>

TABLE 6
NET EXPENDITURES BY OBJECTIVE CLASSIFICATION
For Years Ended June 30, 1981 and June 30, 1980

	1980-1981	1979-1980
Personal Services:		
Highway Commissioners	\$ 17,197.00	\$ 17,258.00
Officials and Employees	76,643,984.55	73,974,197.85
Accrued Annual Leave Payments .....	.....	.....
Leave Payments — Workmen's Compensation Supplement	395.07	3,086.29
State Retirement	6,319,746.52	5,986,131.17
Workmen's Compensation	294,348.26	275,567.22
Social Security — FICA	4,874,054.98	4,841,860.42
State Employees Insurance Plan	2,360,734.98	2,323,698.13
Unemployment Compensation	187,590.75	306,563.19
	<u>\$ 90,698,052.11</u>	<u>\$ 87,728,362.27</u>
Travel and Subsistence:		
Travel	\$ 357,128.76	\$ 575,568.94
Condemnation Boards	14,286.02	17,455.97
Railroad, Airplane, and Bus Fares	7,069.39	51,414.50
Travel and Subsistence Expenses — Other	363.95	11,840.00
	<u>\$ 378,120.22</u>	<u>\$ 656,279.41</u>
Transportation of Commodities:		
Freight and Express	\$ 5,983.27	\$ 13,438.67
	<u>\$ 5,983.27</u>	<u>\$ 13,438.67</u>
Communication Services:		
Telephone and Telegraph	\$ 473,683.82	\$ 469,863.79
Postage	838,180.22	810,825.45
	<u>\$ 1,311,864.04</u>	<u>\$ 1,280,689.24</u>
Rents and Utilities:		
Rental of Land and Structures	\$ 10,422.28	\$ 11,727.96
Rental of Equipment	98,219.36	129,220.75
Rental of Data Processing Equipment	644,588.95	745,368.93
Electricity, Gas, Water and Heating Fuel	1,120,877.24	982,729.64
	<u>\$ 1,874,107.83</u>	<u>\$ 1,869,047.28</u>
Printing, Binding and Advertising:		
Printing and Binding	\$ 300,619.22	\$ 227,919.61
Advertising	28,276.39	19,433.85
Logo Signs	13,894.61	.....
	<u>\$ 342,790.22</u>	<u>\$ 247,353.46</u>
Contractual Repairs and Services:		
Highway Maintenance Contracts	\$ 417,396.35	\$ 820,255.79
Highway Retreatment Contracts	10,614,387.30	11,855,815.47
Equipment Repairs and Alterations	289,151.24	268,236.54
Building and Structure Repairs	229,092.58	292,017.68
	<u>\$ 11,550,027.47</u>	<u>\$ 13,236,325.48</u>

TABLE 6 — Continued
NET EXPENDITURES BY OBJECTIVE CLASSIFICATION
For Years Ended June 30, 1981 and June 30, 1980

	1980-1981	1979-1980
Fees, Professional and Other Services:		
Professional Fees — Engineering	\$ 877,758.07	\$ 1,048,746.37
Professional Fees — Auditing	43,460.00	72,220.08
Professional Fees — Legal	264,960.04	376,595.72
Doctor and Nurse Fees	88,163.87	86,032.93
Stenographic Fees — Condemnation Board ..	7,824.76	10,204.66
Laboratory Fees	200,212.75	241,354.04
Appraiser Fees	235,397.40	254,659.55
Per Diem Condemnation Boards/ Interagency Council	17,876.50	22,823.90
Fees Not Otherwise Classified	480,168.18	623,900.33
	\$ 2,215,821.57	\$ 2,736,537.58
Other Contractual Services:		
Dues and Subscriptions	\$ 54,346.99	\$ 50,367.57
Data Processing		2,269.74
Insurance and Bond Premiums	88,489.38	83,311.41
Hospital Expense	110,776.92	123,494.29
In-Service Training	20,171.79	24,910.12
Photographic and Media Services	8,765.44	11,204.35
Removal of Signs	139,505.45	235,696.33
Miscellaneous Contractual Services	3,536,312.12	3,549,513.18
	\$ 3,958,368.09	\$ 4,080,766.99
Materials and Supply — Maintenance and Construction:		
Material Pits	\$ 70,313.15	\$ 127,633.61
Aggregate	915,796.79	953,961.33
Asphalt, Road Oil, Joint Fillers	7,021,168.93	6,110,613.31
Structural Steel	43,078.76	95,637.76
Portland Cement and Concrete	202,037.45	207,381.94
Culvert Pipe	795,567.98	953,033.77
Bricks and Cement Blocks	16,976.15	17,365.47
Precast Concrete Bridge Sections	543,700.22	657,051.21
Castings, Grates and Manhole Covers	32,531.60	27,716.61
Calcium and Sodium Chloride	209,760.87	158,101.41
Traffic Paints and Additives	1,933,224.50	2,094,590.27
Signs and Markers	1,752,858.80	1,877,930.68
Signals	466,395.52	770,689.44
Paints Additives Preservatives — Not Traffic	116,843.31	124,505.47
Crash Attenuators	8,511.80	
Lumber — Post, Pilings, Etc.	451,864.39	591,412.25
Stakes		7,807.03
Fertilizer, Seed and Herbicide	202,526.24	176,238.06
	\$ 14,783,156.46	\$ 14,951,669.62

TABLE 6 — Continued
NET EXPENDITURES BY OBJECTIVE CLASSIFICATION
For Years Ended June 30, 1981 and June 30, 1980

	1980-1981	1979-1980
Equipment Repair Parts, Supplies, Accessories:		
Gasoline	\$ 8,382,311.13	\$ 6,686,852.99
Diesel Fuel	684,527.65	532,181.81
Motor Oil	152,787.38	122,678.95
Alcohol		42,133.17
Greases and Transmission Oil	141,937.96	115,620.09
Anti-Freeze, Washing, Waxing Supplies	87,050.54	88,629.73
Tires and Tubes	854,310.84	775,379.25
Batteries	144,050.21	143,038.70
Equipment Repair and Replacement Parts ...	3,111,747.15	3,129,759.65
Radio Parts	21,825.04	26,016.99
	\$ 13,580,547.90	\$ 11,662,291.33
Professional, Scientific Materials and Supplies:		
Engineering	\$ 12,588.31	\$ 10,131.72
Films — Developed Movie	9,248.06	376.75
Photographic and Reproduction Supplies	135,537.27	148,429.71
Medical Supplies	34,181.11	35,501.99
Data Processing Supplies	39,364.10	53,521.60
Materials Not Otherwise Classified	12,236.13	10,996.73
	\$ 243,154.98	\$ 258,958.50
Office Supplies:		
Stationery and Supplies	\$ 150,453.91	\$ 153,346.79
Printed Forms and Records	485,547.55	484,845.82
	\$ 636,001.46	\$ 638,192.61
Other Supplies and Materials:		
Small Tools and Equipment	\$ 179,028.50	\$ 186,279.69
Clothing, Uniforms, Work Clothes	556,381.32	528,001.69
Cleaning, Laundry, and Janitor Supplies	141,120.66	136,310.38
License Plates	1,666,677.65	1,168,228.87
Driver's Licenses	367,810.55	241,195.88
Service Pins and Certificates (Including Frames)	8,123.34	7,481.31
Food Supplies	423.07	2,231.91
Miscellaneous	1,148,382.03	1,360,696.53
	\$ 4,067,947.12	\$ 3,630,426.26
Equipment, Machinery and Furniture:		
Passenger Vehicles	\$ 2,270,540.00	\$ 2,333,768.06
Trucks and Trailers	1,692,298.32	1,645,734.60
Road Machinery and Equipment	1,325,911.27	1,651,345.14
Office Furniture and Equipment	142,612.97	112,330.67
Engineering Equipment		4,972.05
Photographic Equipment	19,997.52	60,126.87
Shop Equipment and Power Tools	71,869.07	92,719.26
Radio Equipment	197,795.45	230,247.12
Miscellaneous	159,379.02	550,985.41
Data Processing Equipment	174,508.53	2.98
	\$ 6,054,912.15	\$ 6,682,232.16

TABLE 6 — Continued
NET EXPENDITURES BY OBJECTIVE CLASSIFICATION
For Years Ended June 30, 1981 and June 30, 1980

	1980-1981	1979-1980
Land and Buildings:		
Land and Interest in Lands	\$ 161.77	\$
Buildings and Other Structures	808,965.60	405,607.73
	<u>\$ 809,127.37</u>	<u>\$ 405,607.73</u>
Construction — Roads and Bridges:		
Right of Way	\$ 3,023,819.83	\$ 9,821,855.40
Payments to Contractors	115,377,503.60	130,725,877.29
Payments for Moving/Adjusting		
Public Utilities	1,567,300.65	1,844,518.85
Payments to Railroad Companies for		
Work Performed	2,449,273.63	1,952,680.03
Payments for Moving/Relocating Items		
Other than Public Utilities	254,626.19	811,094.31
Payments to Other Contractors	117,581.52	48,169.23
	<u>\$122,790,105.42</u>	<u>\$145,204,195.11</u>
Interest Payments and Service Charges:		
Interest on Bonds	\$ 3,772,250.00	\$ 4,221,750.00
Bond and Coupon Service Charge	7,239.75	7,859.25
	<u>\$ 3,779,489.75</u>	<u>\$ 4,229,609.25</u>
Retirement of Debt:		
Highway Bonds	\$ 9,500,000.00	\$ 9,500,000.00
Reimbursement Agreements	640,000.00	1,040,000.00
	<u>\$ 10,140,000.00</u>	<u>\$ 10,540,000.00</u>
Claims:		
Workmen's Compensation — Tort	\$ 295,956.94	\$ 518,347.41
Damage Claims — Tort	365,767.80	368,615.78
Damage Claims — Other	3,025.00	4,019.60
	<u>\$ 658,699.74</u>	<u>\$ 890,982.79</u>
Fund Transfers:		
Other Fund Transfers	\$	\$
Adjustments:		
Window — Shortage	\$ 4,853.73	\$ 6,389.76
	<u>\$ 4,853.73</u>	<u>\$ 6,389.76</u>
Intra-Departmental Transfers	\$ 440,657.52	\$ 101,952.81
	<u>\$ 440,657.52</u>	<u>\$ 101,952.81</u>

TABLE 6 — Continued
NET EXPENDITURES BY OBJECTIVE CLASSIFICATION
For Years Ended June 30, 1981 and June 30, 1980

	1980-1981	1979-1980
Appropriation Repayments — Reimbursements:		
Sale of Materials and Supplies	\$ 137,862.19	\$ 97,567.06
Postage — MVD Licenses	93,480.58	93,081.90
Carpool/Vanpool Fares .....	.....	100.80
Other Refundable Deposits .....	.....	9.80
Damage to Department-Owned Vehicles	77,626.17	60,967.46
Damage to Bridges by Motor Vehicles	66,050.62	53,727.69
Damage to Bridges by Watercraft	41,700.39	58,865.80
Damage to Other Highway Facilities	149,601.86	123,028.59
Counties and Municipalities	113,555.91	89,431.30
State Agencies	2,375,700.06	1,742,315.69
Outside Parties — Inspection of Materials ..	7,930.34	.....
Outside Parties — Bituminous Surfacing	31,405.97	2,607.71
Other	740,586.44	559,902.29
Insurance Companies for Losses .....	.....	1,341.62
Miscellaneous Receipts	9,092.00	56.00
	<u>\$ 3,844,592.53</u>	<u>\$ 2,882,891.71</u>
Net Expenditures	\$286,479,195.89	\$308,168,416.60

TABLE 5B

STATEMENT OF RECEIPTS AND DISBURSEMENTS SPECIAL DEPOSITS FUND

For Year Ended June 30, 1980

	Balance July 1, 1979	Receipts July-June	Total Available	Disbursements July-June	Balance June 30, 1980
Retirement	\$ 318,194.93	\$ 7,345,177.66	\$ 7,663,372.59	\$ 7,353,931.67	\$ 309,440.92
Employee Bond Deductions	14,021.72	154,207.63	168,229.35	155,325.07	12,904.28
Unemployment Compensation		181,263.50	181,263.50	181,263.50	.....
Social Security Contributions	1,948,926.11	9,198,196.88	11,147,122.99	8,918,769.84	2,228,353.15
Contractors' Compliance Bonds	18,692.27	.....	18,692.27	13,692.27	5,000.00
S. C. Income Tax Levies	368.82	1,832.44	2,201.26	2,201.26	.....
Unclaimed Wages	1,982.05	164.55	2,146.60	28.56	2,118.04
Miscellaneous Suspense Items	50,878.92	24,059.52	74,938.44	19,082.61	55,855.83
S. C. Sales & Use Tax	41,614.27	136,774.04	178,388.31	145,823.38	32,564.93
S. C. Income Tax Withheld — Employees	290,558.27	2,775,159.70	3,065,717.97	2,734,050.96	331,667.01
S. C. Income Tax Withheld — Contractors	564.97	4,146.57	4,711.54	4,711.54	.....
Good Health Appeal	937.56	5,700.93	6,638.49	5,917.86	720.63
Colonial Life Insurance Company	12,160.21	148,815.42	160,975.63	148,354.44	12,621.19
Pilot Life Insurance Company	805.00	10,650.18	11,455.18	10,638.36	816.82
Federal Income Tax Levies	467.53	14,294.21	14,761.74	14,074.31	687.43
Retirement Contributions — S. C. Police Officers Retirement System	79,780.00	2,312,873.87	2,392,653.87	2,337,302.90	55,350.97
State Employees Insurance Plan	117,624.02	3,490,857.46	3,608,481.48	3,473,008.74	135,472.74

TABLE 5B — Continued

STATEMENT OF RECEIPTS AND DISBURSEMENTS SPECIAL DEPOSITS FUND

For Year Ended June 30, 1980

	Balance July 1, 1979	Receipts July-June	Total Available	Disbursements July-June	Balance June 30, 1980
American Defender Life Insurance Co.	13,810.07	371,023.82	384,833.89	369,860.63	14,973.26
Financial Responsibility	114,189.87	47,314.86	161,504.73	11,025.00	150,479.73
Accident Record Reports	1,790.00	235.00	2,025.00	.....	2,025.00
Oversize and Overweight Vehicle Permits	52,850.00	185,435.00	238,285.00	171,205.00	67,080.00
Open End Mobile Home Permit Bonds	6,000.00	500.00	6,500.00	1,000.00	5,500.00
Driver Record Check Deposits	50,200.00	2,900.00	53,100.00	2,000.00	51,100.00
Christmas Savings Club	91,449.00	1,740,151.00	1,831,600.00	1,729,002.00	102,598.00
SCDHPT District 3 Credit Union	7,072.00	150,360.50	157,432.50	149,628.50	7,804.00
SCDHPT District 5 Credit Union	18,735.00	309,156.00	327,891.00	307,190.00	20,701.00
SCDHPT District 7 Credit Union	18,955.00	331,256.00	350,211.00	328,258.50	21,952.50
SCDHPT Headquarters Credit Union	50,050.00	1,394,194.02	1,444,244.02	1,382,519.27	61,724.75
United Way of the Midlands	423.22	7,293.92	7,717.14	7,330.30	386.84
Total	<u>\$3,323,100.81</u>	<u>\$30,343,994.68</u>	<u>\$33,667,095.49</u>	<u>\$29,977,196.47</u>	<u>\$3,689,899.02</u>
Summary of Special Deposits:					
Cash					\$3,645,925.46
Special Deposits — Securities					43,973.56
Total					<u>\$3,689,899.02</u>

TABLE 7

STATUS OF ALLOCATED HIGHWAY CONSTRUCTION FUNDS

June 30, 1981

I — ALLOCATED AND APPORTIONED FUNDS*

	Unprogrammed	Programmed	FEDERAL FUNDS		State Fund Allocations	Total State and Federal Funds
			P S & E Stage	Total		
General:						
FA Interstate	\$ 46,005,601.80	\$	\$14,570,249.24	\$ 60,575,851.04	\$ 329,331.24	\$ 60,905,182.28
FA Primary/Urban	27,401,834.90		7,202,239.64	34,604,074.54	9,554,124.20	44,158,198.74
FA Urban Systems	3,713,864.09		656,947.14	4,370,811.23	(692,409.86)	3,678,401.37
FA Secondary	10,186,533.96		2,140,653.60	12,327,187.56	(994,306.83)	11,332,880.73
Defense Access		32,435.39		32,435.39	(16,742.13)	15,693.26
Forest Highways	302,860.62			302,860.62	168,008.55	470,869.17
Bridge Replacement	52,058,593.68		858,735.00	52,917,328.68	5,231,023.63	58,148,352.31
Transitional Quarter			(78,190.74)	(78,190.74)	2,316,758.89	2,238,568.15
Rail-Highway Crossings	5,354,630.99		(101,460.10)	5,253,170.89	(3,261.62)	5,249,909.27
Highway Hazards/Roadside						
Obstacles	606,677.35		37,800.00	644,477.35	(685,243.87)	(40,766.52)
Safer Roads Demonstration					34,257.78	34,257.78
Pavement Markings/Hazard						
Reduction	1,829,173.70		79,518.00	1,908,691.70	(42,598.82)	1,866,092.88
Off-System Roads	10,216,043.21		80,836.68	10,296,879.89	920,560.71	11,217,440.60
Bicycle Grant Program						
Demonstration Railroad	(69,528.81)			(69,528.81)	(330,560.58)	(400,089.39)
Supportive Services	83,920.00			83,920.00	70,180.00	154,100.00
TOPICS					(166,075.67)	(166,075.67)
Metropolitan Planning	80,083.79			80,083.79	(166,411.93)	(86,328.14)
Highway Planning Research	105,433.90			105,433.90	(563,909.34)	(458,475.44)
Emergency Relief	157,210.46			157,210.46	(24.62)	157,185.84

TABLE 7 — Continued
STATUS OF ALLOCATED HIGHWAY CONSTRUCTION FUNDS
June 30, 1981
I — ALLOCATED AND APPORTIONED FUNDS*

	Unprogrammed	Programmed	FEDERAL FUNDS		State Fund Allocations	Total State and Federal Funds
			P S & E Stage	Total		
State Primary/Urban					8,728,440.67	8,728,440.67
State Secondary "C"					47,623,177.51	47,623,177.51
Special Highway Betterment					1,791,965.20	1,791,965.20
State Bridge Replacement					2,111,944.93	2,111,944.93
Special State Programs					150,455.00	150,455.00
Other					100,711.36	100,711.36
	\$158,032,933.64	\$32,435.39	\$25,447,328.46	\$183,512,697.49	\$75,469,394.40	\$258,982,091.89
Highway Beautification:						
Control of Junkyards	\$ 257,978.38	\$	\$	\$ 257,978.38	\$ 50,675.85	\$ 308,654.23
Control of Outdoor Advertising					(6,379.56)	(6,379.56)
Landscaping & Scenic Enhancement	5,589.79			5,589.79	24,495.51	30,085.30
Appalachian Access Roads	907,954.16			907,954.16	(818,489.03)	89,465.13
Appalachian Development Highway					731,703.74	731,703.74
	\$ 1,171,522.33	\$	\$	\$ 1,171,522.33	\$ (17,993.49)	\$ 1,153,528.84
Total	\$159,204,455.97	\$32,435.39	\$25,447,328.46	\$184,684,219.82	\$75,451,400.91	\$260,135,620.73

* Includes 1981 state allocations of \$67,384,000, 1981 federal apportionment of \$129,074,849, 1982 federal apportionment of \$49,072,553, and 1982 state allocation of \$42,353,600.

TABLE 8
FUNDED DEBT
DIGEST OF OBLIGATIONS AND COMPARISON WITH DEBT
LIMIT
June 30, 1981

Year Due	STATE HIGHWAY BONDS			
	Reimbursements Agreements	Principal	Interest	Total
1981-82	\$ 532,101	\$ 9,500,000	\$ 3,332,000	\$ 13,364,101
1982-83	530,000	9,500,000	2,886,500	12,916,500
1983-84	530,000	9,500,000	2,433,000	12,463,000
1984-85	446,429	9,500,000	1,968,250	11,914,679
1985-86	250,000	7,500,000	1,494,750	9,244,750
1986-87	250,000	7,500,000	1,123,500	8,873,500
1987-88	237,079	6,500,000	766,000	7,503,078
1988-89		4,000,000	486,000	4,486,000
1989-90		4,000,000	266,000	4,266,000
1990-91		2,000,000	104,000	2,104,000
Total	\$2,775,608	\$69,500,000	\$14,860,000	\$87,135,608
Statutory Debt Limitation				\$150,000,000

TABLE 9 — Continued
PAYROLL STATISTICS REPORT
As of June 30, 1981

Organizational Units	Number of Employees					June 1981		June 1980	
	Officers	Administration and Clerical	Engineering	Law Enforcement ¹ * Licensing Public Safety	Crafts and Trades	Total Employees	Annual Amount	Total Employees	Annual Amount
Engineering District 2									
District Engineering Administrator's Office		4	8			12	\$ 225,041.96	13	\$ 212,269.20
Resident Maintenance Units									
Abbeville		2	1		45	48	492,679.72	47	439,916.36
Edgefield		2	1		34	37	385,159.84	39	380,348.28
Greenwood		3	1		50	54	569,292.88	60	572,796.64
Laurens		3	2		57	62	634,275.20	65	607,688.12
McCormick		2	1		29	32	359,621.08	34	354,393.52
Newberry		3	1		51	55	576,834.44	58	554,819.20
Saluda		2	1		45	48	523,138.20	49	492,552.84
Resident Construction Engineering Parties		2	38			40	613,100.80	52	679,167.32
Special District Crews					6	6	70,636.28	1	15,825.68
Total		23	54		317	394	\$ 4,449,780.40	418	\$ 4,309,777.16
Engineering District 3									
District Engineering Administrator's Office		5	10		1	16	\$ 313,590.16	15	\$ 280,810.92
Resident Maintenance Units									
Anderson		3	3		92	98	1,004,213.08	101	961,512.76
Greenville		4	3		116	123	1,250,035.80	123	1,170,005.72
Oconee		3	1		57	61	630,200.48	63	606,811.40
Pickens		3	1		51	55	549,910.92	59	541,081.84
Spartanburg		5	3		98	106	1,079,270.92	109	1,042,666.56
Resident Construction Engineering Parties		11	112			123	1,825,513.56	143	1,878,061.12
Total		34	133		415	582	\$ 6,652,734.92	613	\$ 6,480,950.32
Engineering District 4									
District Engineering Administrator's Office		4	5		1	10	\$ 201,121.96	10	\$ 182,428.48
Resident Maintenance Units									
Cherokee		2	1		45	48	496,290.60	47	445,471.00
Chester		3	1		54	58	624,960.96	61	599,463.28
Chesterfield		2	1		65	68	696,879.04	72	677,439.88
Fairfield		2	1		35	38	423,359.56	41	415,293.84
Lancaster		2	1		46	49	480,161.76	54	491,951.20
Union		2	1		42	45	472,604.60	44	421,529.16
York		4	1		81	86	923,656.76	90	884,522.08
Resident Construction Engineering Parties		4	78			82	1,203,947.68	91	1,179,252.36
Total		25	90		369	484	\$ 5,522,982.92	510	\$ 5,297,351.28

II — FUNDS RELEASED FOR OBLIGATION (CONTRACTS)

	Highway Trust Funds	Federal Funds Other	Total	State Fund Allocations	Total State and Federal Funds
Unobligated Balance of Released					
Apportionments, July 1, 1980	\$130,819,077.59	\$1,758,952.85	\$132,578,030.44	\$14,940,906.27	\$147,518,936.71
Funds Released for Obligation:					
July 1, 1980				13,000,000.00	13,000,000.00
Sept. 1, 1980 (Appalachian Access)		(703,000.00)	(703,000.00)		(703,000.00)
Sept. 10, 1980 (Control of Outdoor Advertising)		33,750.00	33,750.00		33,750.00
Sept. 10, 1980 (Interstate Discretionary)	(781,686.00)		(781,686.00)		(781,686.00)
Sept. 30, 1980 (Bicycle Grant Program)	75,000.00		75,000.00		75,000.00
Oct. 1, 1980				12,000,000.00	12,000,000.00
Oct. 1, 1980 (Forest Highways)	104,937.00		104,937.00		104,937.00
Oct. 1, 1980 (Rail-Highway Crossings)	2,992,482.00		2,992,482.00		2,992,482.00
Oct. 1, 1980 (Safer Off-System Roads)	2,602,613.00		2,602,613.00		2,602,613.00
Oct. 1, 1980 (Pavement Marking Demon.)	1,432,606.00		1,432,606.00		1,432,606.00
Oct. 1, 1980 (Bridge Replacement)	14,929,957.00		14,929,957.00		14,929,957.00
Oct. 1, 1980 (Hazard Elimination)	1,924,584.00		1,924,584.00		1,924,584.00
Oct. 1, 1980 (Primary/Urban)	701,854.00		701,854.00		701,854.00
Nov. 1, 1980 (Interstate)	49,072,553.00		49,072,553.00		49,072,553.00
Nov. 1, 1980 (Primary/Urban)	21,382,883.00		21,382,883.00		21,382,883.00
Nov. 1, 1980 (Urban Systems)	5,635,978.00		5,635,978.00		5,635,978.00
Nov. 1, 1980 (Secondary)	9,333,420.00		9,333,420.00		9,333,420.00
Nov. 1, 1980 (Highway Planning Research) ..	1,300,884.00		1,300,884.00		1,300,884.00
Nov. 1, 1980 (Metropolitan Planning)	191,819.00		191,819.00		191,819.00
Nov. 1, 1980 (Bridge Replacement)	15,440,000.00		15,440,000.00		15,440,000.00
Nov. 1, 1980 (Appalachian Access)		933,000.00	933,000.00		933,000.00
Nov. 1, 1980 (Appalachian Development)		3,040,000.00	3,040,000.00		3,040,000.00
Dec. 1, 1980 (Landscaping & Scenic Enhancement)		16,843.07	16,843.07		16,843.07

TABLE 7 — Continued

STATUS OF ALLOCATED HIGHWAY CONSTRUCTION FUNDS

June 30, 1981

II — FUNDS RELEASED FOR OBLIGATION (CONTRACTS)

	Federal Funds			State Fund Allocations	Total State and Federal Funds
	Highway Trust Funds	Other	Total		
Dec. 1, 1980 (Bridge Replacement)	(3,779.22)		(3,779.22)		(3,779.22)
Jan. 1, 1981				11,285,000.00	11,285,000.00
Feb. 1, 1981 (Pavement Marking Demonstration)	51,376.10		51,376.10		51,376.10
Apr. 1, 1981 (Supportive Services)	154,100.00		154,100.00		154,100.00
Apr. 1, 1981				17,400,000.00	17,400,000.00
Total	\$257,360,658.47	\$5,079,545.92	\$262,440,204.39	\$68,625,906.27	\$331,066,110.66
Less: Funds obligated July 1, 1980-June 30, 1981	\$ 99,295,289.44	\$3,908,023.59	\$103,203,313.03	\$49,851,105.36	\$153,054,418.39
Reserve for construction overruns				10,797,188.41	10,797,188.41
Unobligated balance of released apportionments and allocations — June 30, 1981	\$158,065,369.03	\$1,171,522.33	\$159,236,891.36	\$ 7,977,612.50	\$167,214,503.86
Add: Total projects in P S & E stage	25,447,328.46		25,447,328.46		25,447,328.46
Unobligated balance available for contracts, June 30, 1981	\$183,512,697.49	\$1,171,522.33	\$184,684,219.82*	\$ 7,977,612.50	\$192,661,832.32

* Restricted to unobligated balance of federal limitation of \$12,673,711.

III — UNRELEASED BALANCE OF APPORTIONMENTS

	State Fund Allocations
1980-81	\$14,323,000
1981-82	42,353,600
	<u>\$56,676,600</u>

TABLE 9
PAYROLL STATISTICS REPORT
As of June 30, 1981

Organizational Units	Number of Employees					June 1981		June 1980	
	Officers	Administration and Clerical	Engineering	Law Enforcement* Licensing Public Safety	Crafts and Trades	Total Employees	Annual Amount	Total Employees	Annual Amount
Executive									
Chief Highway Commissioner's Office	1	4				5	123,672.12	5	112,749.92
Total	1	4				5	\$ 123,672.12	5	\$ 112,749.92
General Administrative Services									
Building Plans			5			5	\$ 104,429.52	5	\$ 96,865.60
Secretary-Treasurer's Office	1	5				6	129,283.88	6	118,385.08
Legal Services		6				6	50,919.44	6	48,637.68
Interagency Council on Public Transportation ..		2	2			4	68,373.76	5	72,741.76
Budget Director		2				2	46,918.56	2	42,604.12
General Accounting Office		44				44	642,763.68	46	595,528.96
Personnel		21				21	314,889.64	19	257,205.00
Public Relations		12				12	159,274.44	11	148,536.44
Claims Agent's Office		6		3		9	105,942.72	8	91,144.04
Special Investigator		1		1		2	28,908.36	2	27,252.68
Administrative Building Maintenance Units					29	29	230,948.12	32	228,671.04
Data Processing Unit		43	1			44	671,207.16	45	611,680.68
Internal Auditing Section		5				5	101,075.52	5	86,556.08
Miscellaneous General Services		7				7	80,942.16	7	73,988.20
Purchasing Agent's Office		11				11	137,832.24	11	128,371.88
Supply & Equipment		5				5	86,575.84	5	78,173.16
Highway Traffic Safety Office		16	1	7		24	376,725.44	29	381,273.88
Office Supply		4			3	7	99,482.24	7	90,574.12
Supply Depot		14			15	29	299,833.04	30	281,089.12
Equipment Service Depot		7			41	48	670,018.96	54	675,502.36
Central Equipment Service Station					4	4	45,057.48	4	41,080.52
Radio Supervisor's Group			10			10	177,995.48	10	159,412.24
General Services — Mail Room		10				10	104,268.84	10	93,875.08
General Services — File Room		1				1	12,532.00	1	11,261.64
Total	1	222	19	11	92	345	\$ 4,746,198.52	360	\$ 4,440,411.36

TABLE 9 — Continued
PAYROLL STATISTICS REPORT
As of June 30, 1981

Organizational Units	Number of Employees					June 1981		June 1980	
	Officers	Administration and Clerical	Engineering	Law Enforcement* Licensing Public Safety	Crafts and Trades	Total Employees	Annual Amount	Total Employees	Annual Amount
Motor Vehicle Division									
Director MVD		6		2		8	\$ 153,616.84	8	\$ 139,470.76
Safety Responsibility Unit		55		1		56	549,186.04	58	510,629.08
Driver's License Unit		74		1		75	674,637.08	79	641,041.96
Driver's Examination		56		121		177	2,614,180.92	180	2,397,552.56
Motor Vehicle Inspection		8		22		30	445,404.96	31	418,518.88
Title Services		79		1		80	755,798.68	82	710,844.16
Vehicle Services		231		2	25	258	2,379,107.64	256	2,155,920.00
MVD Data Processing		75				75	749,524.88	76	700,782.68
Records Section		20				20	180,514.36	19	156,556.40
Audit and Review		37				37	353,958.28	36	317,030.48
MVD Supply		10				10	99,553.48	11	96,120.96
Total		651		150	25	826	\$ 8,955,483.16	836	\$ 8,244,467.92
Highway Patrol*									
Patrol Headquarters		12		62		74	\$ 1,290,364.92	74	\$ 1,187,045.08
Patrol District 1		3		131		134	2,178,756.84	136	1,998,017.84
District 2		2		89		91	1,548,774.24	90	1,387,282.52
District 3		2		150	1	153	2,638,506.00	159	2,484,343.16
District 4		2		99		101	1,692,999.36	110	1,654,188.64
District 5		3		126	1	130	2,187,523.52	140	2,112,286.80
District 6		3		113		116	1,821,347.32	118	1,702,035.40
District 7		4		81		85	1,393,609.88	86	1,283,145.76
Total		31		851	2	884	\$14,751,882.08	913	\$13,808,345.20

TABLE 9 — Continued
PAYROLL STATISTICS REPORT
As of June 30, 1981

Organizational Units	Number of Employees					June 1981		June 1980	
	Officers	Administration and Clerical	Engineering	Law Enforcement* Licensing Public Safety	Crafts and Trades	Total Employees	Annual Amount	Total Employees	Annual Amount
Engineering Division									
State Highway Engineer's Office	1	4	1			6	\$ 160,788.36	6	\$ 147,338.96
Overseas Permits Section		4		1		5	61,842.56	6	64,282.40
Outdoor Advertising Section		2				2	33,773.48	2	32,451.64
Environmental Section		2	5			7	109,902.52	9	122,079.88
Construction Engineer's Office		3	3			6	132,958.80	7	128,667.24
Maintenance Engineer's Office		2	4			6	137,250.36	6	124,833.80
Bridge Engineer's Office		1	4			5	121,852.12	5	110,134.44
Preconstruction Engineer's Office		5	23			28	613,648.88	29	566,095.92
Contracts Administration		6	1			7	102,409.32	7	93,179.32
Federal Aid Coordination		9	1			10	123,398.08	12	128,814.92
Adv UHP Engineer's Office		10	11			21	357,974.24	21	336,640.20
Utilities Engineer's Office		2	3			5	89,045.84	5	79,896.44
Surveys			72			72	1,004,224.52	90	1,108,145.48
Right-of-Way Section		9	44			53	869,883.56	74	1,061,485.36
Road Designs & Plans Section		5	70			75	1,221,532.52	79	1,155,523.72
Bridge Designs & Plans Section		2	37			39	791,261.12	44	779,330.76
Resident Bridge Engineering Parties			24			24	404,228.76	27	410,921.68
Traffic & Planning		12	48			60	905,834.28	65	883,709.32
Testing Laboratory		6	52		1	59	972,913.24	61	917,475.00
Final Plans			14			14	245,958.44	14	220,785.24
Total	1	84	417	1	1	504	\$ 8,460,681.00	69	\$ 8,471,791.72
Engineering District I									
District Engineering Administrator's Office		4	7		1	12	\$ 239,242.12	13	\$ 227,953.44
Resident Maintenance Units									
Aiken		3	3		88	94	955,932.64	94	879,471.84
Kershaw		3	1		70	74	770,213.60	75	718,896.36
Lee		3	2		43	48	508,080.56	51	490,746.88
Lexington		4	3		90	97	1,010,311.12	98	934,861.72
Richland		3	4		121	128	1,284,600.72	142	1,303,390.40
Sumter		3	2		68	73	778,612.12	63	621,331.36
Resident Construction Engineering Parties		5	91			96	1,472,719.04	117	1,579,838.52
Total		28	113		481	622	\$ 7,019,711.92	653	\$ 6,756,490.52

TABLE 11
NET MOTOR VEHICLE REGISTRATIONS AND RECEIPTS,
BY CLASSIFICATION
LICENSE YEAR ENDED DEC. 31, 1980

Vehicles	Number	Collections
Private passenger:		
Official	275	\$ 5,481.00
A	102,601	261,126.08
B	176,893	611,660.29
C	205,510	871,807.25
D	302,397	1,539,957.99
E	375,616	2,192,458.47
F	251,595	1,661,136.59
G	93,070	746,521.77
V (disabled veteran)	1,341	
SG (state government)	814	814.00
CG (county government)	763	763.00
MG (city government)	504	504.00
Amateur radio plates — automobiles	890	4,831.00
RV (rescue vehicle)	49	245.00
AV (antique vehicle)	132	1,320.00
NG (national guard)	1,752	7,774.50
POW (prisoner of war)	384	
W (disabled)	455	2,217.00
Personalized plates — autos	12,874	256,596.00
RG (regional government)	64	72.00
EMT (emergency medical technician)	17	327.00
MH (medal of honor)	5	
Bus	3,592	54,456.13
Totals	1,531,593	\$ 8,220,069.07
Common Carrier:		
A	1	\$ 9.00
B	5	58.00
C	41	594.75
D	181	3,211.00
E	577	11,711.00
F	355	8,221.25
G	83	2,114.50
Bus	297	21,898.50
Totals	1,540	\$ 47,818.00
Trucks:		
Official	5	\$ 106.00
Personalized plates — trucks	1,101	24,080.00
V (disabled veteran)	211	
POW (prisoner of war)	80	
RV (rescue vehicle)	73	365.00
AV (antique vehicle)	37	370.00
NG (national guard)	605	3,514.00
W (disabled)	56	369.00
Amateur radio plates — truck	137	1,076.00
MH (medal of honor)	3	
EMT (emergency medical technician)	2	40.00

TABLE 11 — Continued
NET MOTOR VEHICLE REGISTRATIONS AND RECEIPTS,
BY CLASSIFICATION
LICENSE YEAR ENDED DEC. 31, 1980

Vehicles	Number	Collections
SG (state government)	664	664.00
CG (county government)	572	572.00
MG (city government)	541	541.00
RG (regional government)	157	157.00
SME (special mobile equipment)	3,799	86,601.30
H	290,363	1,702,347.19
P-1	58,423	759,953.71
P-2	8,681	232,713.03
P-3	9,180	370,974.76
P-4	4,807	261,490.36
P-5	4,164	303,413.00
P-6	3,653	316,676.38
P-7	2,167	238,855.93
P-8	3,728	491,707.13
P-9	1,998	296,778.63
P-10	2,086	366,407.99
P-11	148	28,538.44
P-12	884	173,208.94
P-13	157	31,442.02
P-14	416	87,569.20
P-15	1,159	255,072.57
P-16	1,008	229,314.02
P-17	641	166,073.82
P-18	1,353	374,014.17
P-19	146	44,616.59
P-20	1,740	574,654.57
P-21	278	86,861.16
P-22	1,516	518,818.53
P-23	1,829	692,218.88
P-24	2,262	885,980.00
P-25	2,852	1,242,844.11
P-26	985	480,422.71
P-27	2,078	1,119,283.06
P-28	1,184	693,268.25
P-29	18	10,252.08
P-30	105	69,276.00
P-31	2	1,606.00
P-32	1	853.00
P-33	18	15,050.00
P-35	16	15,212.16
P-36	3	2,720.25
P-38	2	1,633.42
P-40	26	29,027.83
FM (4-ton maximum load)	2,018	10,094.99
FM (6-ton maximum load)	11,125	111,309.20
FM (8-ton maximum load)	4,956	72,830.24
FM (10-ton maximum load)	1,986	57,097.63
FM (15-ton maximum load)	119	6,060.00

TABLE 11 — Continued
NET MOTOR VEHICLE REGISTRATIONS AND RECEIPTS,
BY CLASSIFICATION
LICENSE YEAR ENDED DEC. 31, 1980

Vehicles	Number	Collections
FM (20-ton maximum load)	66	4,373.32
FM (25-ton maximum load)	71	6,250.00
FM (30-ton maximum load)	69	7,300.00
Totals	438,530	\$13,564,920.57
Trailers:		
TL	29,462	\$ 294,644.41
TL (5-year)	29	1,334.00
UT (utility trailer)	1,375	6,905.00
HT (house trailer)	235	1,410.00
KT (camper trailer)	27,079	135,421.01
SG (state government)	43	43.00
CG (county government)	29	29.00
MG (city government)	13	13.00
RG (regional government)	10	10.00
Totals	58,275	\$ 439,809.42
Motorcycles:		
Z	38,831	\$ 38,832.00
SG (state government)	4	4.00
MG (city government)	35	35.00
AV (antique vehicle — motorcycle)	5	50.00
Totals	38,875	\$ 38,921.00
School buses:		
SG (state government)	866	\$ 866.00
CG (county government)	115	115.00
MG (city government)	7	7.00
RG (regional government)	8	8.00
Totals	996	\$ 996.00
Total net license registration	2,069,809	\$22,312,534.06
Miscellaneous transactions — vehicle registrations:		
Dealer demonstration:		
X (other)	26,393	\$ 263,835.00
Y (motorcycle, scooter and bike)	340	3,400.00
House trailer transporter	332	2,011.50
Replacements	7,226	42,062.00
Registration transfers	126,130	378,390.00
Bus (in lieu license fees)		68,018.26
Duplicate registration fees	25,603	25,603.00
Prior year registration fees	386	2,840.66
Safety fees		3,600,446.00
Penalties		134,282.50
Postage reimbursement		94,393.68
Special registration transfers	64,245	192,734.00
Totals	250,655	\$ 4,808,016.60
Miscellaneous license transactions:		
Dealer permits	4,790	\$ 119,750.00
Motor vehicle titles	832,522	2,470,215.00

TABLE 11 — Continued

NET MOTOR VEHICLE REGISTRATIONS AND RECEIPTS,
BY CLASSIFICATION

LICENSE YEAR ENDED DEC. 31, 1980

Vehicles	Number	Collections
Sale of registration data		6,544.00
Sale of accident report data		22,742.75
Sale of driver's record checks	47,412	142,235.00
Vehicle inspection licenses	3,322	33,220.00
Vehicle inspection certificates	2,032,047	1,016,023.50
Sample license plate fees	70	700.00
Placards for handicapped	6,858	6,858.00
Reinstatement fee	5,110	127,750.00
Driver's licenses	599,632	2,398,531.50
Provisional driver's licenses	3,777	18,885.00
Beginner's permits	66,850	104,865.00
Identification cards	18,442	36,884.00
Totals	3,620,832	\$ 6,505,203.75
Grand Totals	5,941,296	\$33,625,754.41

RECAPITULATION

Automobiles	1,528,354	\$ 8,186,701.44
Buses	3,889	76,354.63
Trucks	438,393	13,563,844.57
Trailers	58,275	439,809.42
Motorcycles	38,875	38,921.00
School buses	996	996.00
Amateur radio operator vehicle plates	1,027	5,907.00
House trailer transporters	332	2,011.50
Dealer demonstration	26,733	267,235.00
Replacements	7,226	42,062.00
Transfers	190,375	571,124.00
Duplicate registration fees	25,603	25,603.00
Prior year registration fees	386	2,840.66
Safety fees		3,600,446.00
Postage reimbursement		94,393.68
Penalties		134,282.50
Dealer permits	4,790	119,750.00
Motor vehicle titles	832,522	2,470,215.00
Sale of registration data		6,544.00
Sale of accident report data		22,742.75
Sale of driver's record checks	47,412	142,235.00
Bus (in lieu license fees)		68,018.26
Vehicle inspection license	3,322	33,220.00
Vehicle inspection certificates	2,032,047	1,016,023.50
Reinstatement fees	5,110	127,750.00
Driver's licenses	599,632	2,398,531.50
Provisional driver's licenses	3,777	18,885.00
Beginner's permits	66,850	104,865.00
Identification cards	18,442	36,884.00
Sample license plates	70	700.00
Handicapped placards	6,858	6,858.00
Grand Total Collections	5,941,296	\$33,625,754.41

TABLE 9 — Continued
PAYROLL STATISTICS REPORT
As of June 30, 1981

Organizational Units	Number of Employees					June 1981		June 1980	
	Officers	Administration and Clerical	Engineering	Law Enforcement* Licensing Public Safety	Crafts and Trades	Total Employees	Annual Amount	Total Employees	Annual Amount
Engineering District 5									
District Engineering Administrator's Office		4	7	1		12	\$ 236,728.44	12	\$ 212,944.68
Resident Maintenance Units									
Darlington		2	1		50	53	553,814.56	55	516,311.12
Dillon		2	1		47	50	523,585.92	49	467,424.88
Florence		4	3		102	109	1,153,655.88	113	1,085,907.16
Georgetown		2	1		52	55	570,162.84	58	538,906.68
Horry 1		3	3		73	79	830,647.48	76	740,202.84
Marion		3	1		49	53	567,470.28	52	509,409.68
Marlboro		2	1		55	58	592,411.56	57	527,279.48
Williamsburg		3	2		73	78	854,639.76	78	764,220.60
Horry 2					18	18	179,640.24	20	192,313.16
Resident Construction Engineering Crews		6	56			62	934,534.64	97	1,229,384.00
Special District Crews					4	4	51,881.44	4	47,730.28
Total		31	76	1	523	631	\$ 7,049,173.04	671	\$ 6,832,034.56
Engineering District 6									
District Engineering Administrator's Office		4	9		1	14	\$ 257,546.12	14	\$ 233,928.76
Resident Maintenance Units									
Beaufort		2	1		41	44	433,556.24	43	388,203.40
Berkeley		3	1		66	70	705,660.28	73	680,473.04
Charleston		4	3	1	138	146	1,520,968.28	146	1,403,731.68
Colleton		3	1		66	70	703,459.64	71	646,593.48
Dorchester		2	1		50	53	532,613.12	51	475,492.16
Jasper		2	1		52	55	578,536.92	55	524,293.64
Resident Construction Engineering Parties		6	53			59	892,348.60	66	873,364.44
Special District Crews			1		17	18	200,751.20	18	182,260.00
Total		26	71	1	431	529	\$ 5,825,440.40	537	\$ 5,408,340.60

TABLE 9 — Continued
PAYROLL STATISTICS REPORT
As of June 30, 1981

Organizational Units	Number of Employees					June 1981		June 1980	
	Officers	Administration and Clerical	Engineering	Law Enforcement* Licensing Public Safety	Crafts and Trades	Total Employees	Annual Amount	Total Employees	Annual Amount
Engineering District 7									
District Engineering Administrator's Office		3	4	1	1	9	\$ 183,583.92	9	\$ 166,197.20
Resident Maintenance Units									
Allendale		2	1		34	37	407,506.32	35	349,131.64
Bamberg		2	1		44	47	531,155.56	46	472,715.88
Barnwell		2	1		32	35	367,707.08	33	318,091.28
Calhoun		2	1		39	42	431,804.88	41	382,375.24
Clarendon		2	1		56	59	648,498.76	58	592,043.92
Hampton		2	1		37	40	426,585.12	42	403,804.96
Orangeburg		4	2		84	90	1,009,777.60	85	874,045.12
Holly Hill		2	1		48	51	574,332.20	53	544,364.06
Orangeburg 3					6	6	68,100.76	8	77,310.48
Resident Construction Engineering Parties		3	27			30	464,493.12	47	620,433.84
Total		24	40	1	381	446	\$ 5,113,545.32	457	\$ 4,800,513.64
Grand Total	3	1,183	1,013	1,016	3,037	6,252	\$78,671,285.80	6,542	\$74,963,224.20

SUMMARY

	June 1981		June 1980	
	Total Employment	Amount	Total Employment	Amount
Officers	3	144,102.00	3	135,102.00
Administrative and Clerical	1,183	12,821,959.80	1,222	11,983,457.72
Engineering	1,013	17,342,652.60	1,179	17,653,485.72
Law Enforcement, Public Safety, Licensing	1,016	17,371,573.96	1,043	16,185,430.56
Crafts and Trades	3,037	30,990,997.44	3,095	29,005,748.20
Total	6,252	\$78,671,285.80	6,542	\$74,963,224.20

* Includes Radio Dispatchers.

TABLE 10

MILEAGE SUMMARY RECORD BY COUNTIES

As of June 30, 1981

County	County Total	Completed	Interstate System Under			Author. Total	State Primary System			State Secondary System			
			Construction Open	Not Open	Other Author.		Hi-Type	Lo-Type	Total	Hi-Type	Lo-Type	Earth	Total
Abbeville	632.94						54.82	127.02	181.84	1.76	427.52	21.82	451.10
Aiken	1,409.43	37.17				37.17	132.72	172.72	305.44	7.08	975.92	83.82	1,066.82
Allendale	471.03						48.52	58.92	107.44	.88	343.83	18.88	363.59
Anderson	1,248.74	36.57				36.57	165.62	186.80	352.42	19.49	829.30	10.96	859.75
Bamberg	539.89						60.58	75.68	136.26	2.39	362.91	38.33	403.63
Barnwell	584.01						13.47	132.85	146.32	1.16	419.54	16.99	437.69
Beaufort	495.08						51.85	76.86	128.71	3.89	350.90	11.58	366.37
Berkeley	910.51	17.55			4.65	22.20	58.13	179.19	237.32	23.40	605.04	27.20	655.64
Calhoun	507.45	17.44				17.44	31.92	93.15	125.07	2.45	358.94	3.55	364.94
Charleston	1,080.07	16.95			4.03	20.98	158.01	80.28	238.29	46.80	760.01	18.02	824.83
Cherokee	703.59	22.80				22.80	69.91	82.36	152.27	3.93	513.77	10.82	528.52
Chester	769.50			18.82		18.82	94.70	107.11	201.81	3.10	59.73	4.86	567.69
Chesterfield	997.28						74.81	150.21	225.02	.04	707.97	64.25	772.26
Clarendon	726.87	34.22				34.22	31.32	100.53	131.85	2.29	555.37	3.14	560.80
Colleton	995.71	28.30				28.30	101.06	145.42	246.48	.89	679.50	40.54	720.93
Darlington	960.14	14.58				14.58	76.39	78.09	154.48	2.14	784.99	3.95	791.08
Dillon	641.73	23.77				23.77	60.89	60.47	121.36	1.54	486.32	8.74	496.60
Dorchester	668.54	33.46				33.46	79.57	70.08	149.65	4.80	408.67	71.96	485.43
Edgefield	581.74						59.69	76.92	136.61	.71	412.39	32.03	445.13
Fairfield	671.45	4.38		17.08		21.46	38.40	129.95	168.35	6.70	465.12	25.90	498.72
Florence	1,280.75	29.01				29.01	85.44	146.81	232.25	25.97	981.73	11.79	1,019.49
Georgetown	616.26						82.44	65.65	148.09	.27	450.49	17.41	468.17
Greenville	1,424.62	24.48				24.48	250.93	105.43	366.36	84.59	928.42	20.77	1,033.78
Greenwood	730.12						126.14	81.16	207.30	16.93	494.13	11.76	522.82

County	County Total	Completed	Interstate System Under			Author. Total	State Primary System			State Secondary System			
			Construction Open	Not Open	Other Author.		Hi-Type	Lo-Type	Total	Hi-Type	Lo-Type	Earth	Total
Hampton	566.18	6.61				6.61	64.61	69.73	134.34	.97	388.99	35.27	425.23
Horry	1,218.89						140.64	174.30	314.94	4.95	885.98	12.02	903.95
Jasper	498.66	33.90				33.90	56.45	114.36	170.81	2.44	243.16	48.35	293.95
Kershaw	934.92	21.26				21.26	76.82	95.96	172.58	4.08	725.14	11.86	741.08
Lancaster	856.82						86.12	103.66	189.78	2.73	635.43	28.88	667.04
Laurens	1,007.78	15.58				15.58	144.60	131.88	276.48	3.30	706.07	6.35	715.72
Lee	571.02	20.33				20.33	30.14	88.30	118.44	1.60	419.99	10.66	432.25
Lexington	1,385.52	48.78			3.17	51.95	144.20	89.46	233.66	6.38	1,039.14	57.56	1,103.08
McCormick	443.39						25.48	75.38	100.86	.45	292.94	49.14	342.53
Marion	565.97						74.60	63.05	137.65	1.33	407.88	19.11	428.32
Marlboro	716.05						64.98	97.40	162.38	2.01	551.20	.46	553.67
Newberry	822.51	27.76				27.76	86.50	98.02	184.52	4.26	597.62	8.35	610.23
Oconee	829.65	4.03				4.03	125.25	87.42	212.67	10.10	577.10	25.75	612.95
Orangeburg	1,509.23	43.12				43.12	171.13	259.25	430.38	10.41	989.47	35.85	1,035.73
Pickens	710.69						96.84	131.68	228.52	7.22	474.36	.59	482.17
Richland	1,507.14	47.29	.47	3.36	1.06	52.18	188.46	89.11	277.57	42.76	1,123.25	16.27	1,182.28
Saluda	624.08						53.41	107.14	160.55	.77	408.69	54.07	463.53
Spartanburg	1,277.48	75.38				75.38	183.64	187.60	371.24	43.16	783.55	4.15	830.86
Sumter	955.66	12.86				12.86	149.96	74.68	224.64	21.73	676.59	19.84	718.16
Union	598.42						72.75	65.53	138.28	3.93	445.36	10.85	460.14
Williamsburg	941.40						36.60	171.48	208.08	1.68	704.42	27.22	733.32
York	1,247.04	14.90		7.34		21.34	153.09	142.20	295.29	12.29	909.14	16.32	937.75
Total	39,435.95	711.58	.47	46.60	12.91	771.56	4,243.40	5,101.25	9,344.65	451.75	27,849.98	1,077.99	29,379.72

* County total includes completed Interstate and totals of state primary and secondary systems.

TABLE 13
MOTOR VEHICLE REGISTRATIONS AND RECEIPTS
BY COUNTIES

	1990 Issue		1979 Issue	
	Net Registration	Receipts	Net Registration	Receipts
Abbeville	15,876	\$ 118,026.01	15,860	\$ 151,589.65
Aiken	75,417	651,920.31	75,154	799,334.57
Allendale	5,953	76,959.54	6,192	98,004.60
Anderson	97,149	884,439.12	96,621	1,107,060.43
Bamberg	9,806	119,456.81	9,796	142,431.70
Barnwell	12,922	143,286.83	13,032	187,532.57
Beaufort	36,254	296,602.57	35,875	343,186.93
Berkeley	55,247	472,579.52	52,657	537,220.12
Calhoun	8,622	124,315.67	8,497	145,776.44
Charleston	164,574	1,624,850.14	165,489	1,975,373.22
Cherokee	28,979	291,367.31	28,964	361,655.92
Chester	20,189	201,822.13	20,136	244,227.72
Chesterfield	23,688	298,651.25	24,091	352,754.73
Clarendon	15,706	197,245.21	15,876	255,953.25
Colleton	19,623	267,337.90	19,557	324,519.73
Darlington	37,399	455,288.11	37,581	553,727.52
Dillon	16,788	217,151.22	16,808	258,893.36
Dorchester	38,819	436,621.91	37,121	518,293.22
Edgefield	11,309	134,263.33	11,266	154,323.29
Fairfield	12,685	138,812.75	12,752	176,376.99
Florence	69,739	808,414.18	69,663	985,010.82
Georgetown	24,812	288,904.34	24,302	342,989.79
Greenville	214,237	2,326,558.37	210,916	2,713,240.00
Greenwood	41,431	445,029.06	41,385	539,683.37
Hampton	11,418	157,585.66	11,434	188,306.00
Horry	69,841	670,956.64	68,348	813,055.84
Jasper	8,505	93,607.98	8,597	113,504.70
Kershaw	27,437	260,892.99	27,588	364,650.03
Lancaster	35,882	323,675.25	35,716	408,355.67
Laurens	36,889	321,483.33	36,757	414,367.47
Lee	10,194	131,569.59	10,208	156,161.91
Lexington	104,759	1,263,572.88	102,948	1,465,956.70
McCormick	5,054	78,523.48	5,166	84,595.38
Marion	19,162	199,872.16	19,717	255,964.58
Marlboro	15,659	165,050.84	15,851	209,107.97
Newberry	23,246	320,311.87	23,318	385,606.30
Oconee	36,520	306,587.40	36,273	386,075.33
Orangeburg	51,091	614,915.76	50,650	732,733.67
Pickens	54,108	495,290.77	53,801	610,472.74
Richland	167,382	1,895,331.18	183,023	2,344,039.67
Saluda	11,572	145,992.33	11,593	182,443.23
Spartanburg	149,425	1,796,485.38	147,663	2,082,624.70
Sumter	54,546	579,601.38	55,726	716,631.25
Union	19,283	157,073.93	19,625	201,623.97
Williamsburg	21,086	267,281.05	21,053	331,605.97
York	73,458	722,688.36	72,719	826,465.77
Out-of-State	6,068	703,607.00	9,664	1,095,551.21
Total	2,069,809	\$22,691,860.82	2,077,030	\$27,639,060.00

TABLE 14
TRUCK REGISTRATION BY COUNTIES
License Years 1974-1980

COUNTY	1974	1975	1976	1977	1978	1979	1980	Totals
Abbeville	2,891	2,961	3,186	3,401	3,583	3,901	3,908	23,851
Aiken	10,095	10,831	11,839	13,074	14,083	15,671	15,959	91,552
Allendale	1,314	1,359	1,386	1,403	1,473	1,628	1,587	10,150
Anderson	14,171	14,575	16,057	17,636	19,060	20,742	20,963	123,204
Bamberg	1,878	1,910	2,061	2,147	2,219	2,468	2,437	15,120
Barnwell	2,424	2,587	2,717	2,848	2,952	3,254	3,190	19,972
Beaufort	4,367	4,568	5,031	5,478	6,075	6,746	6,941	39,206
Berkeley	6,615	7,322	8,283	9,089	10,133	11,715	12,291	65,448
Calhoun	1,676	1,742	1,912	1,958	2,097	2,285	2,334	14,004
Charleston	17,787	18,873	20,782	22,504	24,315	26,484	26,492	157,237
Cherokee	4,970	5,043	5,497	5,953	6,394	7,040	7,107	42,004
Chester	3,338	3,436	3,682	3,981	4,241	4,674	4,861	28,213
Chesterfield	4,306	4,561	4,854	5,170	5,589	6,212	6,198	36,890
Clarendon	2,889	3,090	3,309	3,620	3,840	4,127	4,085	24,960
Colleton	3,612	3,758	4,019	4,390	4,699	5,094	5,070	30,642
Darlington	5,913	6,211	6,697	7,249	7,580	8,223	8,272	50,145
Dillon	2,928	3,098	3,383	3,639	3,771	4,116	4,141	25,076
Dorchester	4,736	5,099	5,793	6,610	7,370	8,116	8,382	46,106
Edgefield	2,318	2,397	2,567	2,726	2,859	3,165	3,253	19,285
Fairfield	2,340	2,350	2,554	2,724	2,863	3,106	3,119	19,056
Florence	11,178	11,693	12,601	13,470	14,194	15,499	15,411	94,046
Georgetown	3,994	4,220	4,608	4,943	5,334	5,912	5,984	34,995
Greenville	28,166	28,992	31,019	33,152	35,108	38,520	39,420	234,377
Greenwood	6,198	6,424	6,848	7,325	7,696	8,479	8,523	51,493
Hampton	2,548	2,589	2,740	2,927	3,039	3,192	3,200	20,235
Horry	10,437	11,110	11,998	13,240	14,104	15,907	15,809	92,605
Jasper	1,499	1,601	1,772	1,894	2,098	2,339	2,329	13,532
Kershaw	4,434	4,701	4,985	5,454	5,683	6,112	6,072	37,441
Lancaster	5,205	5,336	5,804	6,339	6,988	7,955	8,197	45,824
Laurens	5,756	6,039	6,556	7,070	7,572	8,373	8,367	49,733
Lee	1,736	1,785	1,919	2,058	2,181	2,316	2,338	14,333
Lexington	14,243	14,778	16,189	17,855	19,273	21,590	22,128	126,056
McCormick	965	1,019	1,072	1,145	1,168	1,328	1,310	8,007
Marion	3,386	3,482	3,745	4,055	4,147	4,527	4,375	27,717
Marlboro	2,455	2,547	2,702	2,887	2,914	3,342	3,298	20,145
Newberry	4,621	4,801	5,237	5,522	5,786	6,386	6,396	38,749
Oconee	6,505	6,788	7,220	7,842	8,417	9,499	9,519	55,790
Orangeburg	8,691	8,966	9,549	10,158	10,577	11,539	11,594	71,074
Pickens	8,056	8,516	9,325	10,190	10,981	12,411	12,339	71,818
Richland	19,730	19,572	20,726	23,359	24,814	31,692	26,809	166,702
Saluda	2,590	2,701	2,834	3,058	3,206	3,494	3,499	21,382
Spartanburg	20,438	21,533	23,990	26,065	28,073	30,803	31,654	182,556
Sumter	7,577	7,819	8,504	9,283	9,824	10,562	10,627	64,196
Union	2,837	2,945	3,219	3,493	3,706	4,075	4,081	24,356
Williamsburg	4,439	4,673	5,143	5,475	5,571	5,899	5,859	37,059
York	9,432	9,768	10,739	11,807	12,957	14,721	15,051	84,475
Out-of-State	8,059	8,200	7,601	6,782	6,493	5,035	3,751	45,921
Total	305,743	318,389	344,254	372,448	397,100	440,274	438,530	2,616,738

TABLE 15
PASSENGER VEHICLE REGISTRATION BY COUNTIES
License Years 1974-1980

COUNTY	1974	1975	1976	1977	1978	1979	1980	Totals
Abbeville	10,095	10,062	10,554	10,723	10,942	11,159	11,207	74,742
Aiken	47,464	48,777	51,566	53,434	55,130	55,570	55,644	367,585
Allendale	3,735	3,762	3,945	4,114	4,154	4,306	4,121	28,137
Anderson	59,023	59,915	64,350	67,208	69,845	70,934	71,337	462,612
Bamberg	5,877	5,968	6,395	6,581	6,696	6,846	6,906	45,269
Barnwell	7,751	8,032	8,252	8,457	8,794	9,007	9,052	59,345
Beaufort	21,929	22,589	24,033	25,330	26,786	27,694	27,994	176,355
Berkeley	26,220	28,641	31,736	33,617	36,272	38,302	40,280	235,068
Calhoun	4,402	4,645	5,002	5,211	5,482	5,798	5,847	36,387
Charleston	111,677	115,759	123,586	129,403	132,388	130,781	130,956	874,550
Cherokee	17,974	18,152	19,164	19,792	20,190	20,643	20,579	136,494
Chester	12,823	12,892	13,692	14,246	14,327	14,595	14,441	97,016
Chesterfield	14,643	15,065	15,773	16,285	16,631	16,800	16,455	111,652
Clarendon	8,730	9,235	9,910	10,495	10,762	11,176	11,073	71,381
Colleton	11,145	11,595	12,275	12,792	13,448	13,610	13,673	88,538
Darlington	23,656	24,217	25,903	26,748	27,177	27,545	27,200	182,446
Dillon	10,787	10,946	11,531	11,665	11,919	12,130	12,114	81,092
Dorchester	17,841	19,364	21,730	23,898	25,590	26,986	28,437	163,846
Edgefield	6,460	6,533	7,042	7,282	7,431	7,675	7,642	50,065
Fairfield	7,813	8,024	8,616	9,023	9,127	9,173	9,089	60,865
Florence	42,996	44,471	47,390	48,926	50,451	51,363	51,540	337,137
Georgetown	13,743	14,405	15,576	16,159	16,726	17,424	17,772	111,805
Greenville	141,836	144,267	151,899	157,389	160,661	162,029	164,275	1,082,356
Greenwood	27,235	27,518	28,789	29,861	30,329	30,592	30,592	204,945
Hampton	6,374	6,607	6,874	7,227	7,478	7,644	7,632	49,836
Horry	37,122	39,395	42,773	45,241	47,329	49,905	51,354	313,119
Jasper	4,575	4,815	5,201	5,589	5,782	5,965	5,885	37,812
Kershaw	17,748	18,147	19,407	20,131	20,364	20,325	20,260	136,382
Lancaster	21,610	21,995	23,244	24,144	25,570	26,305	26,213	169,081
Laurens	23,694	23,942	25,042	25,728	26,377	26,686	26,799	178,268
Lee	6,597	6,693	7,139	7,361	7,491	7,432	7,432	50,223
Lexington	58,244	61,796	66,027	69,940	72,876	75,445	76,682	481,010
McCormick	2,982	3,050	3,233	3,418	3,484	3,593	3,511	23,271
Marion	12,283	12,530	13,292	13,936	14,331	14,596	14,229	95,197
Marlboro	10,451	10,547	11,009	11,437	11,593	11,882	11,747	78,666
Newberry	13,911	14,066	14,963	15,467	15,594	15,686	15,574	105,261
Oconee	21,145	21,746	23,015	23,963	24,582	25,041	25,256	164,748
Orangeburg	30,630	31,487	33,838	35,588	36,344	36,931	37,267	242,085
Pickens	32,573	33,151	35,483	37,051	38,035	38,582	39,129	254,004
Richland	115,556	120,240	127,006	132,069	135,772	142,992	133,470	907,105
Saluda	6,717	6,804	7,103	7,308	7,409	7,538	7,489	50,368
Spartanburg	96,112	97,555	103,592	107,007	108,582	109,411	109,999	732,258
Sumter	35,189	36,130	39,108	40,851	41,824	42,203	41,108	276,323
Union	13,254	13,304	14,128	14,585	14,928	14,907	14,564	99,670
Williamsburg	11,890	12,283	13,078	13,650	14,211	14,353	14,469	93,934
York	43,750	45,214	48,111	50,651	52,823	54,541	54,899	349,989
Out-of-State	6,445	7,305	7,168	6,790	5,239	2,275	935	36,157
Total	1,284,707	1,323,636	1,408,453	1,467,771	1,509,276	1,536,483	1,534,129	10,064,455

TABLE 17

SUMMARY BY COUNTIES OF DRIVING PRIVILEGES WITHDRAWN

For Year Ended June 30, 1981

COUNTY OF RESIDENCE	Total Number of Driver's Licenses Withdrawn	CAUSE FOR WITHDRAWAL					AGE GROUP				
		Driving Under Influence	Financial Responsibility	Point System	Reckless Driving	Other	14-16 Inclusive	17-29 Inclusive	30-39 Inclusive	40 & Up Inclusive	Not Classified
Abbeville	274	142	33	24	2	73	20	136	45	73	0
Aiken	1,244	599	224	135	12	274	83	646	271	243	1
Allendale	150	70	22	14	1	43	6	70	39	34	1
Anderson	1,634	716	330	163	12	413	82	833	361	356	2
Bamberg	214	107	30	9	8	60	11	101	41	59	2
Barnwell	206	111	34	12	3	46	15	85	54	52	0
Beaufort	964	369	131	145	2	317	153	513	168	129	1
Berkeley	922	371	174	109	16	252	85	471	195	169	2
Calhoun	116	59	21	10	1	25	3	62	24	27	0
Charleston	3,752	1,190	770	540	37	1,215	460	1,947	718	617	10
Cherokee	526	287	72	32	4	131	36	263	106	119	2
Chester	426	231	50	45	0	100	24	206	102	94	0
Chesterfield	540	305	64	39	6	126	35	249	112	143	1
Clarendon	373	172	58	38	2	103	21	182	88	82	0
Colleton	408	174	70	44	4	116	20	197	94	97	0
Darlington	801	396	89	92	1	223	48	368	201	180	4
Dillon	297	153	33	22	3	86	14	160	60	63	0
Dorchester	730	271	160	103	8	188	42	402	149	137	0
Edgefield	221	100	36	28	1	56	21	94	55	50	1
Fairfield	356	217	37	19	3	80	14	160	75	106	1
Florence	1,631	774	225	182	8	442	99	810	367	352	3
Georgetown	584	298	85	45	6	150	39	281	142	122	0
Greenville	3,816	1,394	839	497	47	1,039	188	2,104	764	756	4
Greenwood	614	283	114	70	8	139	25	295	130	164	0
Hampton	179	80	30	14	1	54	14	83	42	40	0
Horry	1,454	713	154	159	8	420	157	711	284	299	3
Jasper	194	68	29	32	2	63	10	95	57	32	0
Kershaw	492	262	72	51	10	97	34	252	104	102	0
Lancaster	558	279	111	41	2	125	29	316	107	106	0
Laurens	546	286	95	40	8	117	26	271	130	119	0
Lee	211	124	26	14	0	47	13	108	48	41	1
Lexington	1,547	710	276	190	10	361	75	827	326	318	1
McCormick	90	42	15	4	0	29	4	38	30	18	0
Marion	534	289	59	36	5	145	26	240	129	139	0
Marlboro	382	212	60	14	5	91	29	159	107	87	0
Newberry	400	238	43	30	6	83	17	189	92	102	0
Oconee	551	265	116	44	5	121	22	308	110	111	0
Orangeburg	800	296	192	89	8	215	34	370	221	173	2
Pickens	739	348	130	64	7	190	29	407	156	146	1
Richland	3,334	1,311	631	415	17	960	277	1,579	788	681	6
Saluda	198	115	38	6	2	37	7	102	45	41	0
Spartanburg	2,346	927	441	300	18	660	131	1,163	524	526	2
Sumter	1,098	567	166	89	7	269	91	509	240	258	0
Union	419	222	68	23	4	102	27	230	86	76	0
Williamsburg	408	197	69	37	1	104	39	180	107	82	0
York	1,568	788	207	160	13	400	83	760	367	358	0
Out of State	4,140	2,870	0	0	7	1,263	1,829	1,282	545	460	24
Totals	42,987	19,998	6,729	4,269	341	11,650	4,547	20,814	9,006	8,545	75

TABLE 12
NET MOTOR VEHICLE REGISTRATION BY COUNTIES
License Years Ended Dec. 31, 1979 and Dec. 31, 1980

	Automobiles and Buses		Trucks		Trailers		Motorcycles		Totals		Dealers	
	1980	1979	1980	1979	1980	1979	1980	1979	1980	1979	1980	1979
Abbeville	11,207	11,159	3,906	3,901	397	419	364	381	15,876	15,860	19	21
Aiken	55,644	55,570	15,959	15,671	2,434	2,503	1,380	1,410	75,417	75,154	144	142
Allendale	4,121	4,306	1,587	1,628	184	202	61	56	5,953	6,192	9	12
Anderson	71,337	70,934	20,963	20,742	2,820	2,938	2,029	2,007	97,149	96,621	247	244
Bamberg	6,906	6,846	2,437	2,468	335	334	128	148	9,806	9,796	19	19
Barnwell	9,052	9,007	3,190	3,254	468	586	212	185	12,922	13,032	23	21
Beaufort	27,994	27,694	6,941	6,746	513	565	806	870	36,254	35,875	51	56
Berkeley	40,280	38,302	12,291	11,715	1,357	1,470	1,319	1,170	55,247	52,657	46	50
Calhoun	5,847	5,798	2,334	2,285	350	312	91	102	8,622	8,497	6	6
Charleston	130,955	130,781	26,492	26,484	3,667	4,673	3,459	3,551	164,574	165,489	230	230
Cherokee	20,579	20,643	7,107	7,040	691	711	602	570	28,979	28,964	87	81
Chester	14,441	14,595	4,861	4,674	519	507	368	360	20,189	20,136	35	35
Chesterfield	16,455	16,800	6,198	6,212	611	679	424	400	23,688	24,091	134	36
Clarendon	11,073	11,176	4,085	4,127	368	399	180	174	15,706	15,876	37	40
Colleton	13,673	13,610	5,070	5,094	626	627	254	226	19,623	19,557	33	37
Darlington	27,200	27,545	8,272	8,223	1,157	1,087	770	726	37,399	37,581	191	200
Dillon	12,114	12,130	4,141	4,116	306	312	227	250	16,788	16,808	46	43
Dorchester	28,437	26,986	8,382	8,116	1,159	1,253	841	766	38,819	37,121	51	48
Edgefield	7,642	7,675	3,253	3,165	254	253	160	173	11,309	11,266	17	18
Fairfield	9,089	9,173	3,119	3,106	250	264	227	209	12,685	12,752	13	13
Florence	51,540	51,363	15,411	15,499	1,658	1,690	1,130	1,111	69,739	69,663	223	220
Georgetown	17,772	17,424	5,984	5,912	705	691	351	275	24,812	24,302	30	35
Greenville	164,275	162,029	39,420	38,520	6,781	6,669	3,761	3,698	214,237	210,916	733	690
Greenwood	30,592	30,621	8,523	8,479	1,432	1,508	884	777	41,431	41,385	93	101

TABLE 12 — Continued

NET MOTOR VEHICLE REGISTRATION BY COUNTIES
License Years Ended Dec. 31, 1979 and Dec. 31, 1980

	Automobiles and Buses		Trucks		Trailers		Motorcycles		Totals		Dealers	
	1980	1979	1980	1979	1980	1979	1980	1979	1980	1979	1980	1979
Hampton	7,632	7,644	3,200	3,192	425	430	161	168	11,418	11,434	20	25
Horry	51,354	49,905	15,809	15,907	1,364	1,400	1,314	1,136	69,841	68,348	144	135
Jasper	5,885	5,965	2,329	2,339	147	155	144	138	8,505	8,597	10	14
Kershaw	20,260	20,325	6,072	6,112	679	765	426	386	27,437	27,588	60	62
Lancaster	26,213	26,305	8,197	7,955	858	905	614	551	35,882	35,716	128	117
Laurens	26,799	26,686	8,367	8,373	894	934	829	764	36,889	36,757	78	73
Lee	7,432	7,510	2,338	2,316	280	254	144	128	10,194	10,208	33	33
Lexington	76,682	75,445	22,128	21,590	3,726	3,870	2,223	2,043	104,759	102,948	183	175
McCormick	3,511	3,593	1,310	1,328	165	178	68	67	5,054	5,166	5	7
Marion	14,229	14,596	4,375	4,527	307	344	251	250	19,162	19,717	60	69
Marlboro	11,747	11,882	3,298	3,342	361	399	253	228	15,659	15,851	59	58
Newberry	15,574	15,686	6,396	6,386	816	791	460	455	23,246	23,318	34	36
Oconee	25,256	25,041	9,519	9,499	891	945	854	788	36,520	36,273	85	96
Orangeburg	37,267	36,931	11,594	11,539	1,524	1,528	706	652	51,091	50,650	82	96
Pickens	39,129	38,582	12,339	12,411	1,542	1,713	1,068	1,095	54,108	53,801	157	153
Richland	133,470	142,992	26,809	31,692	4,239	5,544	2,864	2,795	167,382	183,023	235	244
Saluda	7,489	7,538	3,499	3,494	354	348	230	213	11,572	11,593	21	29
Spartanburg	109,999	109,411	31,654	30,803	5,085	4,893	2,677	2,556	149,425	147,663	512	499
Sumter	41,108	42,203	10,627	10,562	1,588	1,754	1,223	1,307	54,546	55,726	114	124
Union	14,564	14,907	4,081	4,075	319	325	319	319	19,283	19,626	32	28
Williamsburg	14,469	14,353	5,859	5,899	541	576	217	225	21,086	21,063	34	32
York	54,899	54,541	15,061	14,721	1,741	1,768	1,767	1,689	73,458	72,719	187	184
Out-of-State	935	2,275	3,751	5,035	1,377	2,336	5	18	6,068	9,664		3
Total	1,534,129	1,536,483	438,530	440,274	58,275	62,807	38,875	37,466	2,069,809	2,077,030	4,790	4,690

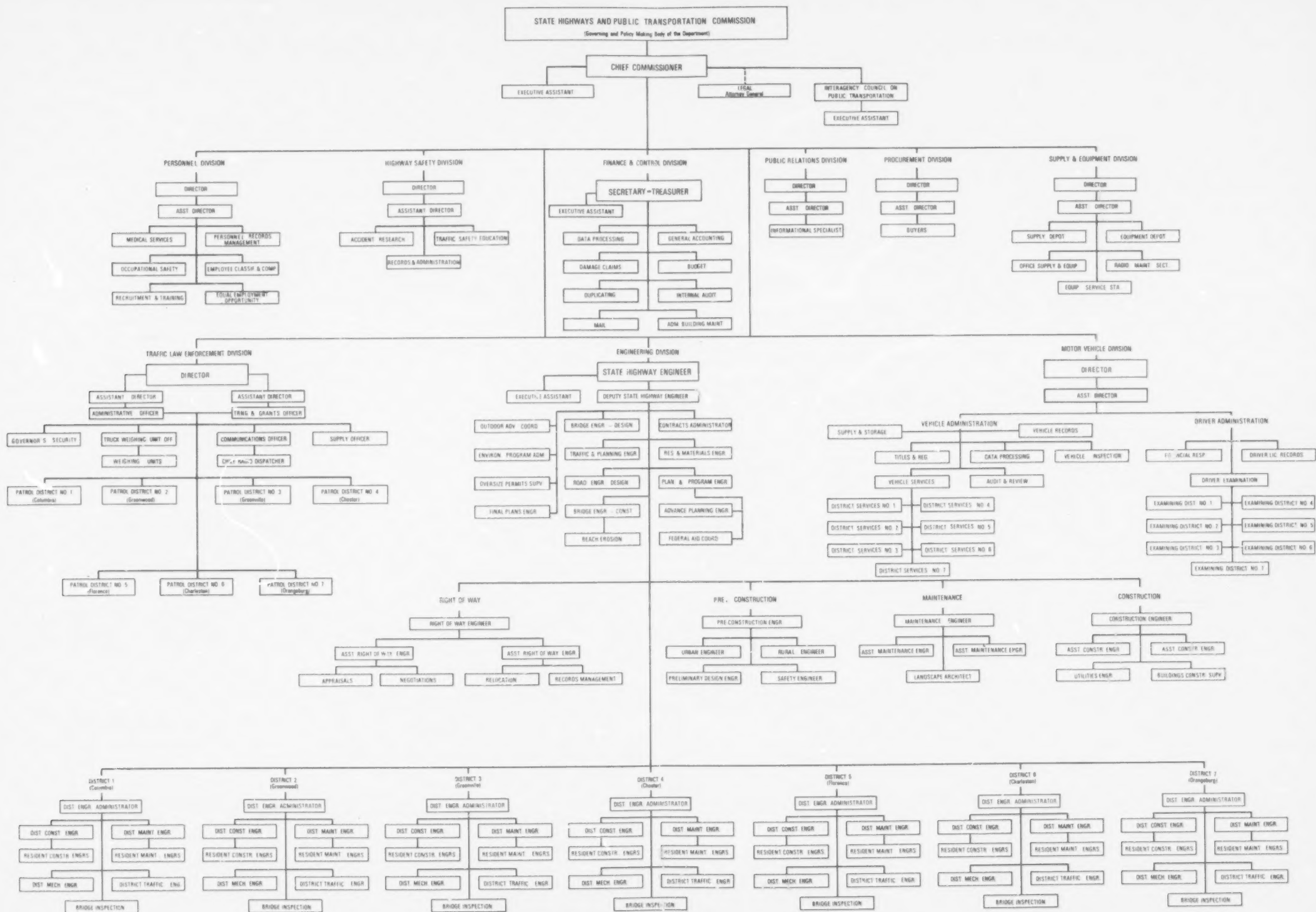
TABLE 16
DRIVER'S LICENSES ISSUED AND WITHDRAWN BY FISCAL YEARS

FISCAL YEARS	ISSUES										
	1930-33 License Period	1933-37 License Period	1937-41 License Period	1941-45 License Period	1945-49 License Period	1949-53 License Period	1953-57 License Period	1957-61 License Period	1961-65 License Period	1965-81 License Period	Licenses Suspended, Revoked and Cancelled
Jan. 1, 1930-Sept. 30, 1930	124,100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oct. 1, 1930-Sept. 30, 1931	192,900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oct. 1, 1931-Sept. 30, 1932	21,100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oct. 1, 1932-June 30, 1933	8,060	72,600	.....	.....	.....	.....	.....	.....	.....	.....	.....
July 1, 1933-June 30, 1934		226,300	.....	.....	.....	.....	.....	.....	.....	.....	1,368
July 1, 1934-June 30, 1935		48,100	.....	.....	.....	.....	.....	.....	.....	.....	1,417
July 1, 1935-June 30, 1936		45,300	.....	.....	.....	.....	.....	.....	.....	.....	1,777
July 1, 1936-June 30, 1937		52,100	152,600	.....	.....	.....	.....	.....	.....	.....	2,876
July 1, 1937-June 30, 1938		319	255,600	.....	.....	.....	.....	.....	.....	.....	2,642
July 1, 1938-June 30, 1939			54,600	.....	.....	.....	.....	.....	.....	.....	2,753
July 1, 1939-June 30, 1940			58,200	.....	.....	.....	.....	.....	.....	.....	3,106
July 1, 1940-June 30, 1941			75,300	215,750	.....	.....	.....	.....	.....	.....	3,853
July 1, 1941-June 30, 1942			11,254	268,250	.....	.....	.....	.....	.....	.....	3,883
July 1, 1942-June 30, 1943				19,750	.....	.....	.....	.....	.....	.....	2,441
July 1, 1943-June 30, 1944				23,950	.....	.....	.....	.....	.....	.....	1,455
July 1, 1944-June 30, 1945				25,049	385,872	.....	.....	.....	.....	.....	1,719
July 1, 1945-June 30, 1946					115,137	.....	.....	.....	.....	.....	3,054
July 1, 1946-June 30, 1947					46,279	.....	.....	.....	.....	.....	4,985
July 1, 1947-June 30, 1948					47,945	.....	.....	.....	.....	.....	5,508
July 1, 1948-June 30, 1949					73,238	548,562	.....	.....	.....	.....	5,735
July 1, 1949-June 30, 1950					504	82,765	.....	.....	.....	.....	6,374
July 1, 1950-June 30, 1951						56,532	.....	.....	.....	.....	6,971
July 1, 1951-June 30, 1952						66,203	.....	.....	.....	.....	7,155
July 1, 1952-June 30, 1953						69,411	732,412	.....	.....	.....	7,964
July 1, 1953-June 30, 1954							71,637	.....	.....	.....	11,820
July 1, 1954-June 30, 1955							70,946	.....	.....	.....	17,059
July 1, 1955-June 30, 1956							68,659	.....	.....	.....	21,369
July 1, 1956-June 30, 1957							62,195	825,941	.....	.....	22,564

TABLE 16—Continued

DRIVER'S LICENSES ISSUED AND WITHDRAWN BY FISCAL YEARS

FISCAL YEARS	ISSUES										Licenses Suspended, Revoked and Cancelled
	1930-33 License Period	1933-37 License Period	1937-41 License Period	1941-45 License Period	1945-49 License Period	1949-53 License Period	1953-57 License Period	1957-61 License Period	1961-65 License Period	1965-81 License Period	
July 1, 1957-June 30, 1958								94,099	.....	.....	23,067
July 1, 1958-June 30, 1959								60,220	.....	.....	21,578
July 1, 1959-June 30, 1960								44,681	.....	.....	33,073
July 1, 1960-June 30, 1961								26,380	905,169	.....	32,004
July 1, 1961-June 30, 1962									109,272	.....	23,192
July 1, 1962-June 30, 1963									82,945	.....	24,500
July 1, 1963-June 30, 1964									79,861	.....	25,969
July 1, 1964-June 30, 1965									40,890	1,029,965	30,206
July 1, 1965-June 30, 1966										107,046	39,377
July 1, 1966-June 30, 1967										107,738	38,225
July 1, 1967-June 30, 1968										42,556	33,312
July 1, 1968-June 30, 1969										87,602	36,889
July 1, 1969-June 30, 1970										96,215	38,716
July 1, 1970-June 30, 1971										114,608	40,573
July 1, 1971-June 30, 1972										114,477	35,592
July 1, 1972-June 30, 1973										114,519	35,227
July 1, 1973-June 30, 1974										111,015	39,252
July 1, 1974-June 30, 1975										106,299	37,268
July 1, 1975-June 30, 1976										118,286	32,677
July 1, 1976-June 30, 1977										126,607	31,032
July 1, 1977-June 30, 1978										133,844	36,222
July 1, 1978-June 30, 1979										122,607	39,551
July 1, 1979-June 30, 1980										132,813	39,867
July 1, 1980-June 30, 1981										105,872	42,987
Totals	346,160	444,719	607,554	552,749	668,975	823,473	1,005,849	1,051,321	1,218,137	2,772,070	960,204



ORGANIZATION CHART SOUTH CAROLINA DEPARTMENT OF HIGHWAYS AND PUBLIC TRANSPORTATION

JUNE 30, 1981

APPROVED:
Paul W. Cobb
CHIEF COMMISSIONER